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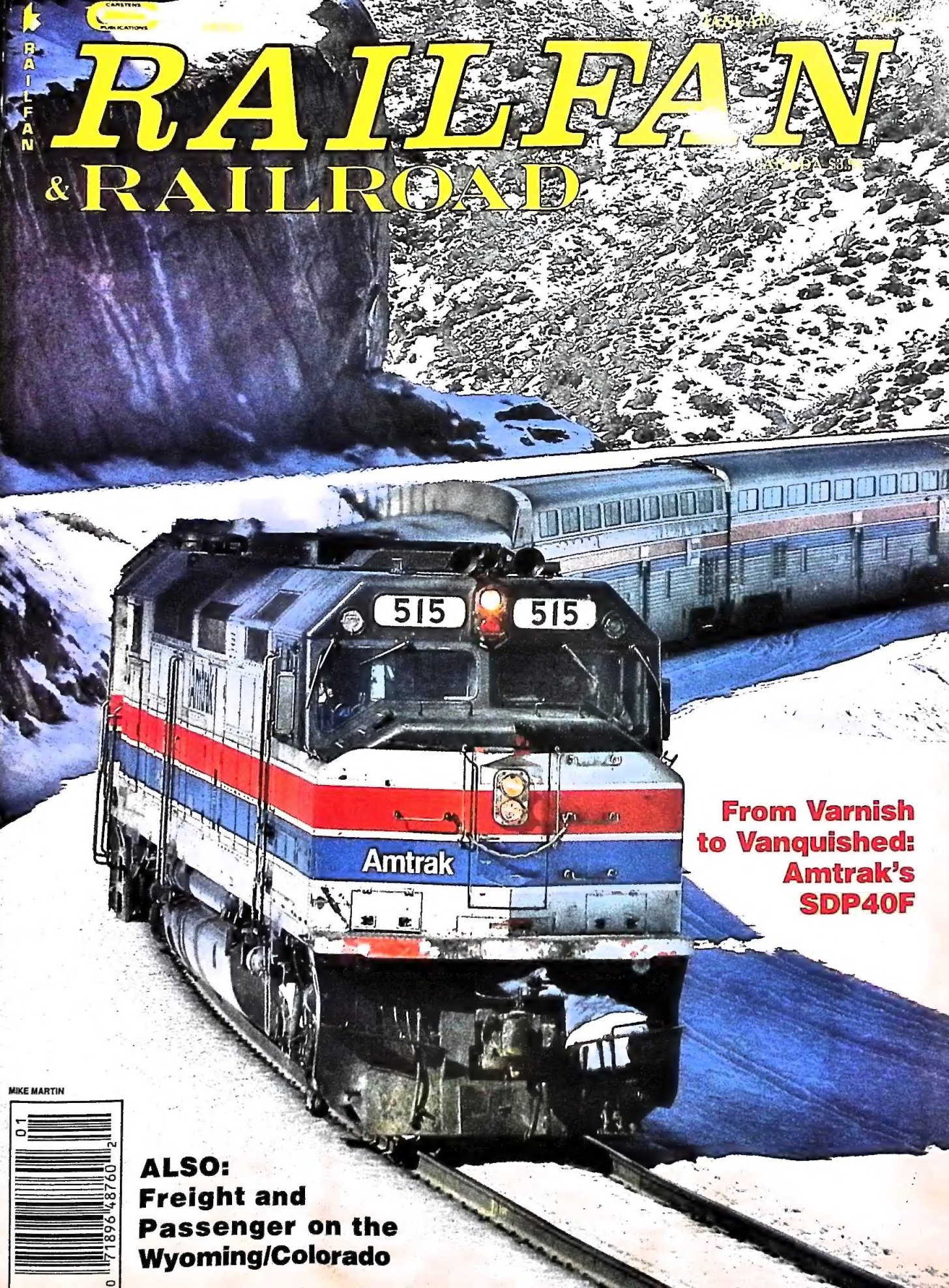

From Varnish to Vanquished: Amtrak's SDP40F

MIKE MARTIN

ALSO:
Freight and Passenger on the Wyoming/Colorado

FUJICHROME: GEORGE COCKLE

THE "IKE" SPECIALS included this one led by BN's "new" F9s, at Solomon, Kan., on October 14. See page 48.

COLOR PRINT: ED GRAHAM

Railnews

THE "OLD" YELLOW and a Wyoming centennial herald adorn new C&NW C40-8 8542 (left) at the Proviso Yards on September 9. See page 48.

SUPER FLEET GE Dash 8-40BWs debuted (below) at Santa Fe's Corwith Yard on October 12. See page 48.

EKTACHROME: J.A. DRENNAN

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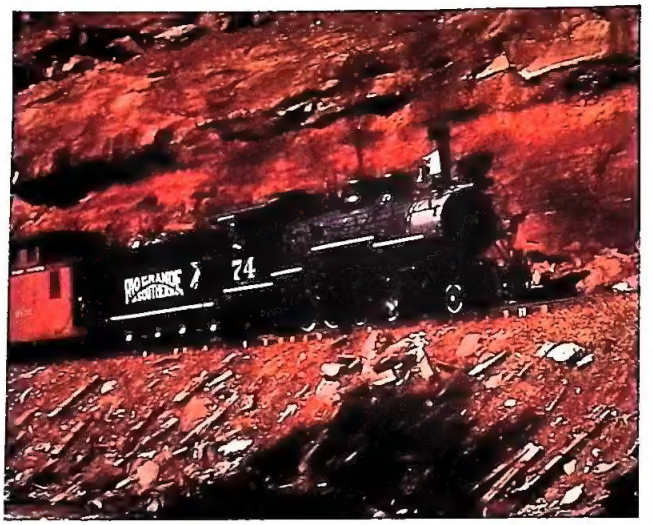

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From the Publisher's desk: Glorious Fakes

Railroads have been renumbering locomotives and cars almost as long as they've been around. When the early railroads started merging, they found it necessary to go through another round of equipment renumbering. Not infrequently, a locomotive involved in a serious wreck would be renumbered — if only to avoid crews assigned to that engine worrying about a jinx. Changes to a locomotive could also at times warrant a new number and even a new class or subclass designation. When steam phased out, railroads would sometimes assign lower numbers to the new diesels, necessitating new numbers for steam power still on the active roster. New York Central Class F 800-series 4-6-0 types suddenly blossomed out as new 1200-series engines, class designation remaining the same.

Locomotives sometimes changed their railroad name but retained their number. Unadilla Valley's GE 70-tonner No.200 retained its number when transferred to the St. Johnsbury & LaMoille County (same corporate ownership) even though the StJ&LC already had a fleet of 70-tonners and could easily have added another number to its 40 series.

Transportation museums have also had their input. In the 1920s the B&O rebuilt some ancient steam switchers into replicas of early B&O power. These creditable reproductions were renamed for some of the pioneer steam engines and can still be seen at the B&O Museum in Baltimore. Some retired locomotives, such as the B&O *Daniel Nason*, made brief appearances as an Erie locomotive during the Erie Centennial. Trolley museums eagerly restored streetcars snatched from large systems and relettered them to long-forgotten predecessor lines.

The Pensacola Naval Air Station Museum has a World War II airplane restored to look like Pappy Boyington's famed Marine Corsair. No doubt most visitors think its the real thing, although a sign says it is a reproduction, not a restoration. Lindbergh's *Spirit of St. Louis* in the Smithsonian is restored and authentic, but the old Ryan seen for years at Lambert Field in St. Louis was a reproduction, done as accurately as possible to resemble the original. Aviation museums find such reproductions have a far better draw with the general public who make up the better part of the patrons (translate that into $$$) than if the look-alikes had been painted as they actually were for some relatively obscure fighter and squadron.

I mention the two airplanes because railfan groups have lately begun restoration of diesels into things they never were. For example, the United Railroad Historical Society of New Jersey in cooperation with New Jersey Transit is completing restoration of two E8A units into Erie two tone green diesels. The Erie had such units, but the former NJT E8A 4323 started out in life as New York Central 4076. Upon completion of restoration the E8A will become Erie 834, a locomotive never seen on the Erie roster, which ended at 833. According to URHS's Pete Hasler, companion NJT E8A was originally built for the the Illinois Central. It will become Erie 835, also a never-was.

The logic of putting none-such numbers on the engines is to prevent photos of such equipment someday being confused with their once real-life counterparts such as Erie 833, the highest numbered E8A on the Erie roster. Although the debate may rage for decades about the "right" or "wrong" of such repaints, I'm sure to be down at the Ramsey depot when those "Erie" E-units go through on a fantrip.

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Cover

While they might have been too big or too heavy for other railroads, Amtrak's SDP40F passenger diesels had little trouble on the Santa Fe, where they seemed right at home. In the winter of 1979, a veteran pair was making its way around Sullivan's Curve in Cajon Pass with the westbound *Southwest Limited*. For the first of the two-part story on Amtrak's less-than-successful first attempt at creating a custom passenger locomotive, see Preston Cook's feature beginning on page 58. Kodachrome: Mike Martin.

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Fanmail

Long Island RS3

Ex-LIRR RS3 301? The Long Island Railroad RS3s were numbered 1551 though 1560, class AGP-16MSC. The caption next to the photo of Monticello Railway Museum RS3 301 on page 98 of the December '90 issue should read "former-Maryland Midland 301, nee-LIRR 1559.

MICHAEL DALTON
Brackney, Pa.

UP + MP = 139 years

Two comments on UP steam. First, UP has 125 years of steam, but if you include the former Missouri Pacific, you can go back to 1851 and pick up 14 more years.

Second, prior to the 1990 NRHS Convention in St. Louis, Co-Chairman Mark Cedeck asked me to pick up Steve Lee at the airport, drive him to the ex-MoPac engine facilities and then meet Mark that evening. Shortly thereafter, as Steve studied for several minutes the seldom-used track leading to the old turntable, I asked "Steve, would you want to run over that track with a heavy steam locomotive?" Steve replied matter of factly "I wouldn't want to fly over that track in a light aircraft!"

Needless to say, that track received some attention from the maintenance forces before the convention.

JIM SEAMON
St. Charles, Mo.

The UP on 30 years

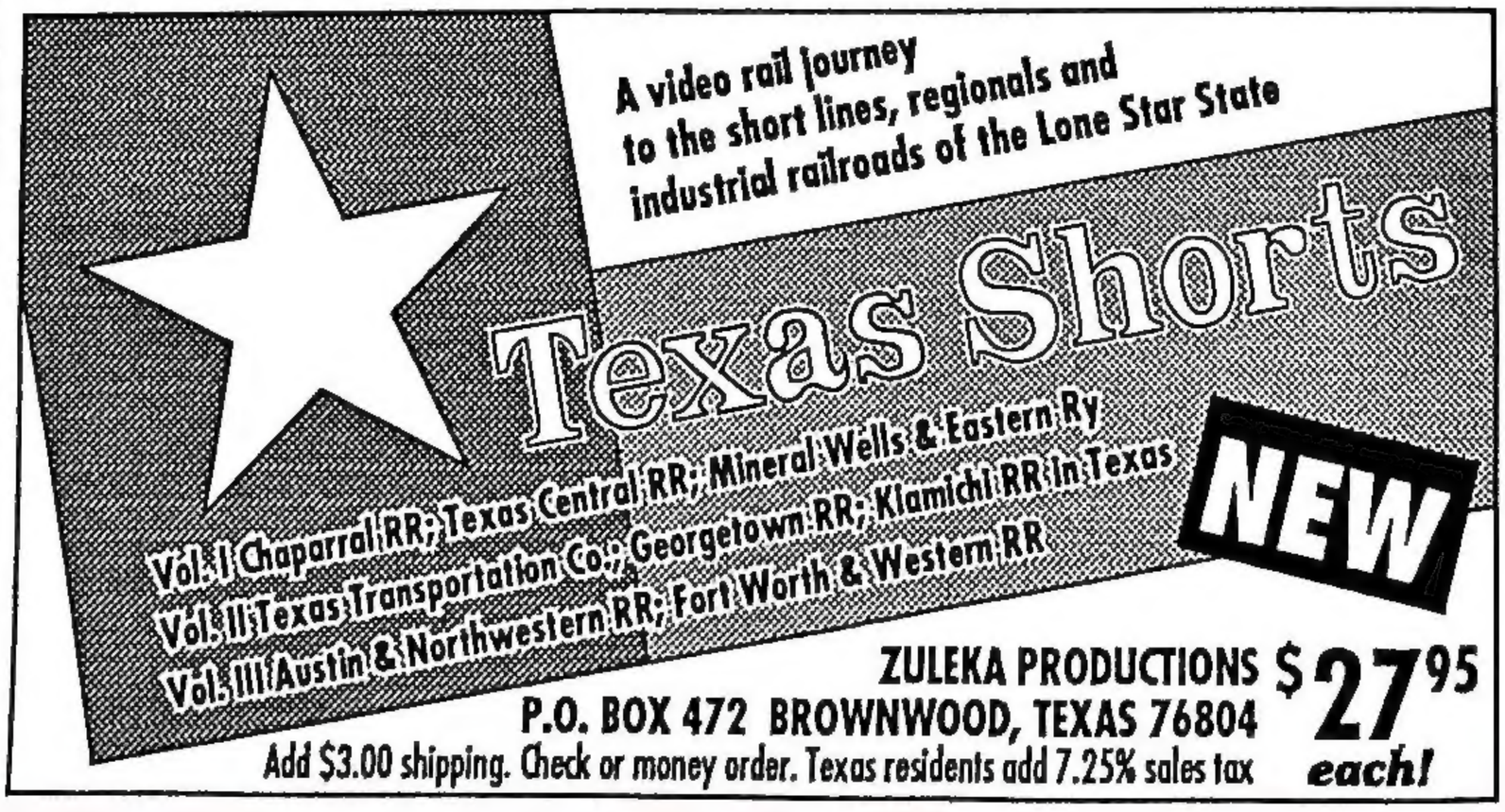
On behalf of the Union Pacific Steam Crew, I want to thank you for the articles about UP's "post-steam-era steam." In particular, we enjoyed Ross Grenard's recollections of the early days of the program. While our corporate and other non-railfan-oriented activities have always outnumbered the fantrips by about six to one, we still are pleased and proud to be able to say that the UP has operated some kind of public steam excursion every year since 1953, with the single exception of 1959. While we did not run fantrips in 1986, we did run a public special commemorating 125 years of Kansas' statehood. So, it is accurate to say we've been at it for 36 of the last 37 years, with more to come.

A few names dropped through the cracks when we were working up the history of our steam crews. This is to be expected, as there have been so many people involved with UP steam over the last 30 years. Red Seeley and Jake Geist, both mechanical department officers with extensive boiler backgrounds were members of the original "mechanical steam crew," and they worked under Jack Fries. Later, as these men took retirement, Bob Johnson of the Omaha mechanical staff joined the crew. In addition to Don Short, Fred Lundholm, who was also a Road Supervisor of Motive Power with a background as steam fireman and engineer was involved in the late 1960s and early 1970s. In 1986, Manager of Operating Rules Fred Bithell, who began his UP career firing steam switchers in Los Angeles and helpers on Cajon Pass, joined the crew as an engineer. When Fred retired in 1987, he was replaced by M.L. "Tuff" Samuelson. There has also been a lot of turnover in our shop crew over the years, but I expect the current crew to be set for the next several years.

Incidentally, our Foreman Art Lockman and Pipefitter Joe Jordan both started their careers on UP steam, serving their apprenticeships in the Cheyenne roundhouse and backshop. Both worked steam, the early streamliners, three generations of diesels by five different builders and all classes of turbines and now are again working on steam. Joe says it seems he put in a lot of years just to end up right back where he started, on steam.

Another individual who played a significant role in the use of 844 in the early 1960s was UP President Edd H. Bailey. At the time, Edd Bailey was pretty low-key about his support for the program, but some of his correspondence that was recently unearthed in the UP archives at the University of Nebraska at Lincoln indicates he was a major force in keeping the 844 going. In the 1960s, Edd was fighting some of the same "flat earth" forces we had to contend with in the 1980s. Even then, his subordinates were lamenting the shortage of parts, skilled labor and facilities to run steam and trying at every turn to discourage continued operation of the 844. If you changed some of the names and dates on those old letters, they could just as well have been written in 1986 as 1966.

One interesting and heretofore unknown idea Edd Bailey had was spelled out in a January 1966 letter to his senior staff. Noting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the public interest being generated by 8444's trips, and also noting that Union Pacific still had nine retired steam locomotives stored around the system, he proposed that two of these retired locomotives be restored to service. His idea was to have a steam locomotive assigned to each of the UP's three districts, with one each based at Cheyenne, Salt Lake City and Portland. The inventory of retired locomotives was interesting enough, encompassing 0-6-0 4466, 4-6-0 1243, 2-10-2 5511, 4-8-4s 833 and 838, 4-6-6-4s 3710 and 3985 and 4-8-8-4s 4005 and 4023.

The most astonishing thing about Edd Bailey's proposal was that he wanted one of the resurrected locomotives to be a 4000! He suggested that one 4000 be cannibalized to get the other one running, as could have also been the case with the two Challengers or the two 800s. It does not take much imagination to envision what might have been had Edd Bailey gotten his wish in 1966. Today, the UP would have one each of its three most famous steam power types in service, and there would be no arguments over who has the largest or most powerful.

Sadly, Edd's subordinates did not share his vision or his enthusiasm. They trotted out the long list of weary excuses about why steam operation in the diesel era was so difficult, even predicting that 8444 could not last much longer. Happily, the 844 is still here and thriving, while those short-sighted individuals are all gone. By the way, one of their "reasons" was that it could cost $35,000 to $40,000 to restore one of those great locomotives.

One final note. The doublestack train we pulled with 3985 came into Cheyenne behind three SD60s, one SD60M and one Dash 8-40C, for a total of 19,200 horsepower. That one 47-year-old steam locomotive could make 35 m.p.h. over the ruling grade proves that 3985 can still do an honest day's work, as if there was ever any doubt.

Thanks again for the articles. The UP excursion tradition that began in 1953 is secure, and the future looks brighter than it has for some time. We are very proud to be a part of it.

STEVE LEE
Manager - Train Operating Practices
Union Pacific Railroad
Cheyenne, Wyo.

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Well, I note that you were trapped by that UP public relations slicker in the 1890s. On page 71 of the November issue you say that the photo of engine No.1 is the *Major General Sherman*. Of course, it is not. Somebody

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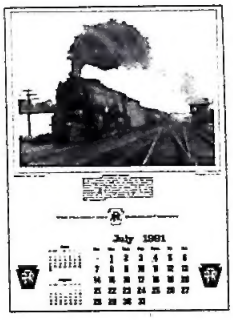

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wanted a picture of UP No.1, and there were none available. (At least, I have never seen one.) So they took an eight-wheeler of the 600 or 800 series and repainted it as the No.1. This lettering style in the photo was not used in the 1860s, and the stack is of much later vintage. They started using this lettering after the 1885 renumbering. I have never been able to determine which engine was briefly renumbered, but there are too many obvious flaws for it to have been the original "One."

DICK KINDIG
Denver, Colo.

Conventional Wisdom

Jim Boyd's September 1990 R&R article on the NRHS St. Louis convention was an excellent account from the point of view of someone who chased the convention train. As a railfan who traveled nearly 1100 miles each way to attend the convention, I would like to comment from the point of view of one of the paying passengers.

The main attraction to me was the UP 844, my personal favorite U.S. locomotive. However, I was excited about the prospect of seeing all four locomotives and riding behind three of them. I had not seen any of these locomotives in person before the convention.

The 844 trip was fantastic. It was worth every penny even though I had to pay for deluxe coach. The UP really knows how to operate an excursion. The 844 trip included five photo runpasts including three double runpasts. I got some excellent pictures.

For the rest of the convention trips it was the non-paying chasers who got all the good pictures and saw the most action. Jim Boyd's article showed this point all too well. Even the [illegible] rail events chairman Mark Cedeck, appeared to be chasing the trains.

The 1522 trip had only one runpast. Most of the people I spoke to on the train thought the runpast location was a poor one. It was also the only time we were allowed off the train. On the 819 trip, we were told we would get pictures of the train leaving Illmo. What we got was the train drifting slowly from one end of the yard to the other. My pictures clearly show this fact. I did not see the Monday morning doubleheader because the news about it that was spreading among some railfans did not reach me. I had remained in St. Louis on Monday and would have liked to witness the doubleheader, but unfortunately I was unaware of it.

Most railfans who pay to ride the trains enjoy riding them, but we also want to see the trains and engines in action. Union Pacific is aware of this. Why are so many other groups not aware of it? I would prefer an excursion of 200 miles with three or four runpasts over an excursion of 300 miles with one or no runpasts.

I enjoyed the convention and am glad I went, but I would liked to have returned home with some good pictures of the 1522 and 819 in action.

WARREN H. MAYHEW
Beaconsfield, Quebec

From G.W. Hockaday

Thank you for the nice write-up in the November 1990 issue on page 87. There is one error in this, the Maryland & Delaware and their short line empire does not include New York's Ontario Lines.

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PENTREX VIDEOS

New Releases

HORSE SHOE CURVE

Horse Shoe Curve. Since its completion in 1854, "Horse Shoe Curve", in central Pennsylvania, has been one of America's most famous train watching locations. With three tracks, Horse Shoe Curve is still a busy place seeing anywhere from forty to sixty trains per day. Almost half of those trains can be seen during daylight hours. And trains you'll see, at Alto Tower in Altoona, Benny, the Gallitzin Twin Tunnels, AR Tower, MO Tower in Cresson and battling their way through Horse Shoe Curve itself.
75 Minutes #PEN-CURVE $39.95

SAND PATCH GRADE

Sand Patch Grade in south central Pennsylvania is a window on the past. Old and new railroad technologies are intermingled on this scenic, but remote piece of American Railroading.
You'll see a variety of motive power at work on Sand Patch, including the CSX F-units, GP-30s, GP-40s, SD-50s and more in an assortment of paint schemes such as B&O, C&O, Clinchfield, Seaboard and more.
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LOST TRAINS OF CHINA

A National Geographic classic.
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PENTREX VIDEOS

STEAM TO LOS ANGELES
The most complete coverage of the steam event of 1989. Both the UP 8444 and SP 4449 travel to Los Angeles and their side-by-side trip over Cajon Pass is spectacular!
75 Minutes #PEN-LASTEA $29.95

CANADIAN DOUBLEHEADER STEAM
Canada's two largest steam locomotives, the CP 2860 and CN 6060, doublehead a passenger special through British Columbia and Alberta. The beauty of the two steam locomotives is matched only by the incredible scenery of this trip.
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WASHINGTON CENTENNIAL STEAM
The Southern Pacific Daylight 4449 travels over Burlington Northern tracks through the Cascade Tunnel in the snow for an incredible sight. Steam in the snow can't be beat!
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The UP 8444 in it's new gray paint scheme. Fast 70 mph running between Cheyenne and Omaha. Then a Denver to Laramie excursion over Sherman Hill.
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Over 20 operating steam locomotives! The biggest steam event of the century. See the Grand Parade of Steam and close-ups of all locos.
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Two of California's most famous railroading landmarks. This is a detailed look at Southern Pacific, Union Pacific and Santa Fe operations.
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All Blackhawk films available in VHS only.

BERKSHIRES AND HUDSONS OF THE BOSTON & ALBANY/ RAILROADING IN THE NORTHEAST

BERKSHIRES AND HUDSONS OF THE BOSTON & ALBANY
Our film was photographed between 1936 and 1951, mostly in the area of Springfield, Mass. Some of the trains you'll see are the New England section of the Twentieth Century, the New England section of the Wolverine, the first day's run of the New England States, and Wendell Wilkie's campaign train. All-in-all, it's a great view of the fading days of steam, when steam had reached its high point. Black and white.

RAILROADING IN THE NORTHEAST
Made in the 1930s and 1940s, when the preponderance of motive power was still steam. On the New Haven you'll see 4-6-4s, 4-6-2s, 2-10-2s, and electric. On the New York Central 4-6-4s and a 4-8-2; on the Central Vermont, 0-6-0s, 2-10-4s, 4-6-2s; while on the Delaware & Hudson you'll see 4-6-2s and a 2-8-0. Both photographed by J. W. Deely and E. R. Blanchard and organ score by Robert Israel. Black and white.
30 Minutes BH-100 $19.95

WHITE PASS & YUKON/ RIO GRANDE SOUTHERN/ BUSTLING NARROW GAUGE

WHITE PASS AND YUKON
Photographed in 1951 by Woodrow Gorman. You'll see a variety of White Pass narrow gauge Mikes — as many as three on a train — working the 3.9 percent grade up the Pass. And a variety of mixed trains, passengers, and freights — along the Yukon — on high trestles — snaking along ledges high above the canyon bottom. Color.

RIO GRANDE SOUTHERN — TRESTLES OF OPHIR
Photographed by Woodrow Gorman in the years immediately before World War II, and in 1950. Shows vintage motive power and rolling stock mixed with that leased from the Denver and Rio Grande Western and spectacularly pictures the most fabulous stretch of mountain railroad in the United States which reached its pinnacle in the Ophir Loop. Color.

THE BUSTLING NARROW GAUGE
See the San Juan on the Rio Grande as it prepares for its westbound trip from Alamosa and over the mixed gauge to Antonito. Then a major sequence of a westbound freight approaching Cumbres pass with 47 cars (1648 Tons), and going around the big loop on the east side of the pass. Scenes of the westbound San Juan at Cumbres, and eastbound San Juan coming up the 4 percent grade and around windy point.
Every title has a marvelous organ score performed by Robert Israel on the Simonton Theatre Pipe Organ. Color.
31 Minutes BH-200 $19.95

DANGER LIGHTS (1930)

JEAN ARTHUR, LOUIS WOHLEIM
The railroads and railroad men are heroic in their dedication to the tenet of giving the best possible care to each other and their trains. The climax is unexpected and thrilling. When life is at its bleakest, the true blue railroaders rise to the test. This film belongs in every railroad lover's collection. Black and White.
73 Minutes BH-300 $19.95

GREEN MOUNTAIN RAILROADING ON THE RUTLAND/ WHEN STEAM WAS KING.

GREEN MOUNTAIN RAILROADING ON THE RUTLAND
Photographed in 1951-52 by Fred McLeod. The Rutland Railroad came into being in the 1890's through the combination of the Bennington and the Rutland Railway and the Central Vermont's Bellows Falls-Burlington line. In the 1920's it was a part of the New York Central system. A three week strike in 1953 ended passenger operations and another strike in 1961 closed the line for good. Blackhawk® Orchestral score. Black and white.

WHEN STEAM WAS KING
Here is steam power from coast to coast as it was twenty-five to thirty years ago. Incl. locomotives and trains of the New Haven, New York Central, Bessemer and Lake Erie, Chesapeake and Ohio, Pennsylvania, Nickel Plate, Louisville and Nashville, Erie, Great Northern, Northern Pacific, Union Pacific, Texas and New Orleans (S.P.) and Santa Fe. Photographed and produced by Carl Dudley. Piano score by Jon Mirsalis. Color.
20 Minutes BH-400 $19.95

THE GRIT OF THE GIRL TELEGRAPHER/ IN THE SWITCH TOWER

THE GRIT OF THE GIRL TELEGRAPHER (1912)
ANNA Q. NILSSON, HAL CLEMENTS, GUY COOMBS, HENRY HALLEM, MIRIAM COOPER
While the detective's away, thieves will play and the job of nabbing the notorious Smoke-up Smith falls to Betty. Knowing the game is up, Smoke-up steals an engine with our heroine in hot pursuit, but he doesn't stand a chance. Kalem excelled as an early producer of railroad dramas and found double duty for many. Whenever accidents or injury threatened the release schedule of its popular *Hazards of Helen* series, Kalem reached into the vault for an appropriate film and *The Grit of the Girl Telegrapher* was one chosen for release as *The Girl Telegrapher's Nerve*, the 69th *Hazard*. Black and white.

IN THE SWITCH TOWER (1915)
WALTER EDWARDS, FRANK BORZAGE
This is the story of a father who neglected his son for drink, and went to prison for his part in a barroom brawl. It is as touching today as it was over a half-century ago. Years pass and the boy, now grown-up and working for the same railroad his father had, realizes that his anger over the years was a foolish reaction. Forgiving his father, Frank sends a letter informing the old convict that he will soon visit the prison. At the same time, a parole is granted and the father sends a letter in the name of another informing the son that he had died. Returning to the railroad to be near his son, he arrives in time to foil a plot to wreck the Limited. Both piano scores by Jon Mirsalis. Black and white.
47 Minutes BH-500 $19.95

RAILROADIN' (1941)

This film was made by the General Electric Company to show America on the move with her system of railroads. 1941 steam, diesel, and electric locomotives and trains of the times from all over the nation. From Daylights to Hudsons, steam is covered; Railway Express to meat and grain loadings are shown. Great shots! This is for all fans. Color.
27 Minutes BH-600 $19.95

STEAM & DIESEL ON THE BESSEMER & LAKE ERIE/ THE DIESELS ROAR ON THE PENNSY

Photographed by Fred McLeod
"Steam & Diesel" was filmed in 1951-52 so we see passenger service in the twilight years. The final run of the daily (except Sunday) local between North Bessemer and Greenville, PA is shown. "Diesels Roar" was filmed between 1952 and the early 60's. See five "Geeps", the westbound "Duquesne" a Baldwin "Centipede" and much more, a great many of which are now gone. Actual sounds recorded on the scene. Black and white.
24 Minutes BH-700 $19.95

THE THUNDER OF STEAM IN THE BLUE RIDGE

Photographed by Fred McLeod
Most of the scenes were photographed in 1958 in the mountainous area on the Norfolk & Western's main line between Roanoke and Bedford, VA. You'll see the N&W's tough articulated locomotives in the 2-6-6-4 and 2-8-8-2 wheel arrangements, pulling and pushing on the mountain grades, and the n7w modern 4-8-4 passenger locomotives on some of the road's name trains such as the Powhatan Arrow, the Cavalier and the Pocohontas. The actual synchronized sound is music for every rail fan. Color.
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In February of 1989 a very special event took place in the Northwest. The Southern Pacific Daylight pulled a train with six dome cars from Seattle to Wenatchee over Burlington Northern tracks through the Cascades. The reason for the celebration was the state's Centennial and Winter Games.

It was a spectacular trip with a great looking train. The SP 4449 pulled a passenger train which included four Tour Alaska dome cars, plus two Ultra Dome cars from the Midnight Sun Express. These cars are used in Alaska and were brought down for this special trip.

The special train traveled between Wenatchee and Leavenworth each day carrying passengers and contestants participating in the Winter Games. The weather was cold and the train provided a great show in the snow each day.

Also on hand was the number 5 from the Mount Rainier Scenic Railroad. This 2-8-2 steam locomotive also pulled a special excursion train each day from Wenatchee to Chelan for more of the special events taking place.

If you like steam in the snow, this is a great tape

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Steam To Los Angeles

Follow the Union Pacific 8444 as it departs Cheyenne to begin its journey to Los Angeles to help celebrate the 50th anniversary of the Los Angeles Union Passenger Terminal. The 8444 looks fantastic as it travels through four states on its journey. Arriving in Los Angeles, the 8444 and the Southern Pacific 4449 parade into the station side by side with whistles blowing to greet the opening day crowd.

Then it's the steam event of the year. Both the UP 8444 and SP 4449 head up Cajon Pass side by side in a spectacular show of steam at its finest. Pentrex used five camera crews to provide you with the most complete coverage available of this incredible sight.

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I would also like to give A.V. Johansson, who retired from CE, credit as the man who designed many of the electric circuits that make all these locomotives possible, going way back. He has been very helpful, helping me understand the circuits, especially in the older locomotives. I would also like to give credit to C.G. MacDermot, formerly head of Alco service department and later CMO of the Delaware & Hudson, for helping me with many of the other items that have come up throughout the years. Incidentally, Chris MacDermot is honored by the A&M for the help he has given them by having his name on engine (C420) No.60.

GEORGE W. HOCKADAY
Sodus, N.Y.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

SAN DIEGO, CALIFORNIA, December 1-2, 4-9, 12-16, 19-23, 26-30. San Diego Railroad Museum Operating Exhibit & Show at Casa de Balboa, Balboa Park, 1649 El Prado, 11am-4pm weekdays, 11am-5pm weekends. Admission $1, children free. For more details phone 619/696-0199.

ALLAIRE, NEW JERSEY, December 1-2, 8-9, 15-16. New Jersey Museum of Transportation and Pine Creek Railroad Annual Christmas Express featuring steam power, 1902 Newfoundland coach and 1874 CNJ caboose. Trains run every 30 minutes from noon to 3pm with Santa onboard. Fare $2. Located in Allaire State Park, minutes from Garden State Parkway exit 98, I-195 exit 31. Contact: Christmas Express, Pine Creek Railroad, P.O. Box 622, Allaire, NJ 07727-0622; 908/938-5524.

SILVER SPRING, MARYLAND, weekends during December. Holly Trolley Illuminations outdoor lighting display at National Capital Trolley Museum, Northwest Branch Park, Bonifant Road north of Wheaton, Maryland, 5pm-9pm. Holiday sing-alongs and visits from Santa. Trolley fares: adults $1.50, under 18 $1. Contact: National Capital Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007.

CIRCLE AMERICA TOURS, 7531 Ravensridge Road, St. Louis, MO 63119 (314/968-9009) is sponsoring four-day Christmas excursions to colonial Williamsburg, Virginia, December 5-16. Tour historic buildings, dine in colonial taverns and visit three James River plantations. Round trip air or Amtrak transportation, sightseeing, suite accommodations for three nights, breakfast and dinner and baggage handling gratuities all included in fares priced from $595 per person, twin occupancy. Contact Circle America Tours or your travel agent.

BOSTON, MASSACHUSETTS, December 8. "34th Street Express" chartered round trip Amtrak shopper's special to New York City. Depart 7am, return by 11pm. View Radio City Christmas Spectacular or aircraft carrier *USS Intrepid*. Train fare $56 for adults, $50 for ages 5-16. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone 617/361-4445.

SENTIMENTAL RAIL JOURNEYS offers the following tour on their luxury private cars. For reservations or a color brochure contact: Sentimental Rail Journeys, P.O. Box 2729, Mission Viejo, CA 92690; 714/240-2101.

L.A.-Monterey, round trip for New Year's Eve, December 30-January 2.

BOSTON, MASSACHUSETTS, January 26, 1991. "Snowflake Special" chartered Amtrak round trip (over 400 miles) to the Berkshires. Depart South Station 8am, return 8:20pm. Optional boarding points available, plus choice of sleigh rides, visit to historic Deerfield or "Mountain Railroading" to Albany, New York. Fares, including lunch and choice of activity: adult $60, ages 5-16 $45. Send SASE to: Mystic Valley

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Our popular **Santa Fe** color calendar is back, and it's great as ever: Alco PAs, 9 F-units on the *Fast Mail Express*, new GP60Ms and more! And, this year we've added a fabulous **Conrail** color calendar. See Horse Shoe Curve in fall colors, E-units in Ohio, a local in Maryland and other great scenes. Each calendar features 14 photos, pleasing graphics and high resolution printing on excellent paper stock. Opens to 14x22 inches. ***Order both calendars at the same time and save: $17.00.***

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WINDY CITY HOTSPOTS
McCook, Illinois

Watch the high speed freights on the Santa Fe, and the drag freights of Conrail, Soo Line, Grand Trunk, CNW, CSX and IHB at the busy interlocking of McCook, Illinois. You'll also see the Alco C-424s of the Belt Railway of Chicago and Amtrak.
32 min. $25.00

CENTURIES OF THE NORTH WOODS

A look at the Chicago and North Western's magnificent Alco Century 628s. Join us as we cover the 6700s operating on C&NW's Lake Shore Division; Explore the history of the C628; hit the road for a chase of train ESGBA (Escanaba to Green Bay manifest); and talk to the shop personnel who maintain the big Alcos. "A dynamite tape." Railfan & Railroad Magazine.
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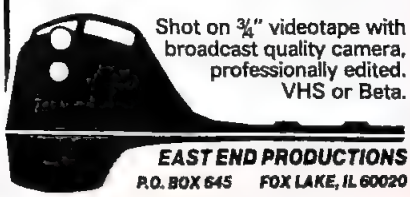

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Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone 617/361-4445.

BOSTON TO NEW ORLEANS, February 16-24. "New Orleans Express" from Boston and Northeast Corridor locations via Amtrak's *Southern Crescent* to lodge in French Quarter and enjoy St. Charles streetcar line, riverboats and Bayou cruises along with traditional cuisine. $1200 per person, double occupancy. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone 617/361-4445.

RAIL TRAVEL CENTER, 800/458-5394 or 802/527-1788, is offering the following North American rail tour packages:

Colorado/Yellowstone/Tetons, February 16-25. Ride *California Zephyr*, Rio Grande Ski Train; tour national parks; four-day snowcoach in Yellowstone on unplowed roads. From $1599.

VIA Rail Coast to Coast, March 9-24. Ride *Canadian* Vancouver-Toronto, LRCs Toronto-Quebec, domeliners Levis-Halifax-Montreal. Tour major cities. From $1799.

MODESTO, CALIFORNIA, March 16. Winterail '91 at Modesto Centre Plaza. The 13th annual show features an evening of multi-media slide presentations by Blair Kooistra, Elrond Lawrence, Eric Blasko, Steve Schmollinger and others, preceeded by a six-hour railroadiana show & sale. All-day (both events) admission $15 *by advance mail only* from Vic Neves, Winterail '91, P.O. Box 23721, Oakland, CA 94623-9991; admission to just the railroadiana show $3 *at the door only*. For information on renting dealer tables, contact: Dave Stanley, Winterail '91, P.O. Box 30661, Stockton, CA 95213-0661.

SACRAMENTO, CALIFORNIA, May 3-12, 1991. Railfair '91 at the California State Railroad Museum. To date, 21 steam locomotives are confirmed to attend this ten-day event marking the museum's 10th anniversary. Other equipment representing the past, present and future of railroading will also be on display. In addition to such famous U.S. engines as UP 4-8-4 844 and 4-6-6-4 3985, the museum has announced that three British steam locomotives — a replica of the 1825 *Locomotion*, Great Northern saddletank 0-6-0 1247 and three-cylinder 4-6-2 *Duke of Gloucester* — are scheduled to attend. Watch this column and RAILNEWS for further announcements of Railfair's scheduled activities as well as schedules and routings of ferry moves to and from Sacramento. For more information, contact: Railfair '91, California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/323-3153.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-Iaeger, W.V.

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St. Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

INTERNATIONAL TOURS

CIRCLE AMERICA TOURS, 7531 Ravensridge Road, St. Louis, MO 63119, is offering the following "Rail & Sail" train/cruise ship tour during 1990. Prices (per person, double occupancy) cover roundtrip Amtrak transportation nationwide, transfers to and from ship, baggage handling gratuities and seven-day cruise adventure. Send for free brochure or contact your travel agent or Amtrak.

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TRAINS UNLIMITED TOURS, 235 W. Pueblo, Reno, NV 89509 (702/329-5590) is offering the following foreign rail tours:

Mexico's Copper Canyon, eight-day trips departing Tucson January 24, February 4, May 22. From $1960.

Guatemala, January 26-February 3, February 21-March 2. From $1595.

Russian Steam, April 20-28. From $1668.

Trans Siberian, May 22-June 2. From $2450.

Rural France, May 24-June 3.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tour:

Turkey, April 23-May 3. Led by Dave Thornhill of World Steam.

RAILROADIANA MEETS

MIDDLEBORO, MASSACHUSETTS, through January 6. The last Christmas Festival at A&D Toy-Train Village & Railway Museum, 49 Plymouth Street, two miles north of junctions of Routes 18, 28, 44 and 495/25, 10am-6pm except major holidays. Special Christmas displays surround A&D's six-level model railroad, which features 27 trains. Kids can operate their own train! Final run at 5:30pm January 6 will

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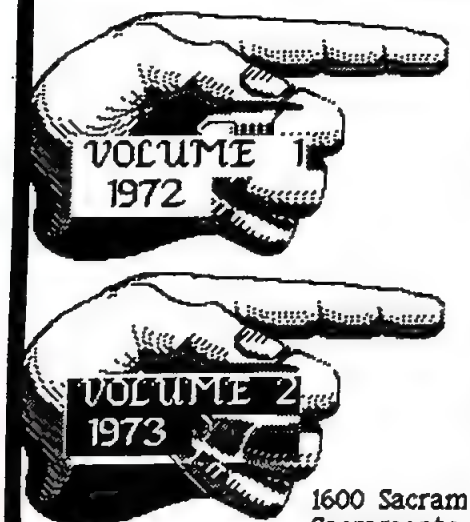

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see a [illegible] simultaneously for 30 minutes. After that, A&E [illegible] good. Adults $4.50, seniors $4, ages 4-12 $3. Contact: A&D Toy-Train Village, 49 Plymouth Street, North Middleboro, MA 02346.

GREAT AMERICAN TRAIN SHOW 1990 schedule. Operating layouts, club displays, national and local sellers. Admission $4.50 plus tax, children under 12 free with adult. 11am-6pm each day. Contact: GATS Limited, 312/834-0652.

December 8-9, Denver Coliseum, East 46th Avenue & Humboldt Street, Denver, Colorado.

December 15-16, Kiel Auditorium, 1400 Market Street, St. Louis, Missouri.

December 22-23, MECCA, 500 West Kilbourn Avenue, Milwaukee, Wisconsin.

January 5-6, George R. Brown Center, 1001 Convention Center Boulevard, Houston, Texas.

January 12-13, Tulsa Convention Center, 100 Civic Center, Tulsa, Oklahoma.

January 19-20, Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada.

January 26-27, Multnomah County Expo Center, 2060 North Marine Drive, Portland, Oregon.

February 2-3, L.A. County Fair & Expo Complex, White & McKinley, Pomona, California.

February 9-10, Phoenix Civic Plaza, 225 East Adams Street, Phoenix, Arizona.

February 16-17, New Mexico State Fairgrounds, Lomas & San Pedro, Albuquerque, New Mexico.

February 23-24, Cow Palace, Geneva & Santos, Daly City, California.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Admission $5, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main St., Sykesville, MD 21784; 301/795-7447.

Philadelphia, Pennsylvania, December 8-9, Philadelphia Civic Center.

Tampa, Florida, January 5-6, Florida State Fairgrounds.

Virginia Beach, Virginia, January 5-6, Virginia Beach Convention Center.

Pompano Beach, Florida, January 12-13, Broward Community College North Campus.

Edison, New Jersey, January 26-27, Raritan Center Expo Hall.

Monroeville, Pennsylvania, February 23-24, Pittsburgh Expo Mart.

NIAGARA FALLS, NEW YORK, December 8-9. Toy Train Collectors Society Train Show, Sale & Swap Meet at Niagara Falls Convention Center, 1pm-6pm Saturday, 11am-4pm Sunday. Contact: Larry Gee, 2898 Brent Drive, Sanborn, NY 14132; 716/731-5377.

MARION, OHIO, December 15. Marion Model Railroad Club and Marion Union Station Association Railroad & Model Railroad Show and Flea Market at Tri-Rivers Career Center, 11am-4pm. Admission $1.50, tables $1 per foot. Contact: Jerry Richie, 556 Siesta Drive, Marion, OH 43302; 614/389-5162 evenings and weekends, 614/383-1136 days.

CHARLOTTE, NORTH CAROLINA, December 15-16. Christmas Morning Train & Toy Show at Metrolina Expo Center, exit 16-A off I-77, 9am-5pm Saturday, 9am-4pm Sunday. Admission $3, 12 and under free. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

WALLINGFORD, CONNECTICUT, December 23 and January 20. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5/Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

CLEVELAND, OHIO, January 5. West Park Model Railroaders Swap 'N Shop at UAW Hall, 5615 Chevrolet Boulevard, Parma, Ohio, 10am-4pm. Admissions: $6 for "early birds" beginning 8:30am, $3 after 10am, $2 after noon; ages 6-15 $1, family maximum after 10am is $8. Contact: Lewis Warren, 15313 Willman Avenue, Cleveland, OH 44135; 216/676-8120.

GILBERTSVILLE, PENNSYLVANIA, January 6. Gilbertsville Train Meet at Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $2, family $5. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

BETHPAGE, NEW YORK, January 12. Semi-Annual Grumman Train Show, 800 South Oyster Bay Road, Building 113, 11am-3:30pm. Free admission. HO and N modular layouts, Z, O and trolley models. Contact: Stephen Williams, 516/575-2079.

ELMONT, NEW YORK, January 13. St. Vincent De Paul Famous Train Meet at St. Vincent De Paul School Auditorium, 1510 De Paul Street, 10am-4pm. Buy, sell, trade. Adults $4, under 12 free with adults. Contact: Frank Deorio, 516/352-2127 or 516/486-6658.

RALEIGH, NORTH CAROLINA, January 19-20. 7th North State Toy & Train Show at North Carolina Fairgrounds, 1025 Blueridge Boulevard, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4, ages 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

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FALL RIVER, MASSACHUSETTS, January 20. Old Colony & Fall River Railroad Museum 4th Annual Train Show at Municipal Veterans Memorial Armory, 72 Bank Street, 10am-4pm. Adults $2, ages 5-12 $1, under 5 free with adult. Contact: Jay K. Chatterton, P.O. Box 4355, Fall River, MA 02722; 508/673-7061.

ST. CHARLES, MISSOURI, January 26. St. Charles Model Railroad Club Annual Train Fair at Steglon Restaurant, I-70 & South 5th Street, 9am-2pm. Admission $5, under 5 free. Contact: Jim Monroe, 129 Hunter's Ridge, St. Charles, MO 63301; 314/723-3115 evenings Central Time.

GILBERTSVILLE, PENNSYLVANIA, February 3. Gilbertsville Train-O-Rama at Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $2, family $5. Contact: Mary Preudhomme, R.D. 2 Box 792, Boyertown, PA 19512; 215/367-7857

DEDHAM, MASSACHUSETTS, February 3. Rail-A-Rama at Biarritz Plaza, adjacent to Holiday Inn, junction of routes 1, 128 and 1-A. Adults $2, under 12 $1. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445

WEST SPRINGFIELD, MASSACHUSETTS, February 9-10. Amherst Railway Society Annual Big Railroad Hobby Show at Better Living Center, Eastern States Exposition, 1305 Memorial Avenue, 10am-5pm. Adults $4, ages 6-11 $1, under 5 free. Nearly three acres under one roof. Over 20 operating layouts, displays, railroadiana, flea market, food and more. Contact: Robert A. Buck, Show Director, 8 Bacon Street, Warren, MA 01083; 413/436-5318.

Railroadiana

BY BRUCE KELLY

What's New?

A Century of Pullman Cars Volume II — the Palace Cars by Ralph Barger is a 438-page 8½"×11" horizontal format hardcover that will be of particular interest to passenger train buffs and modelers. There are 567 floor plans and 200 photos and illustrations crammed into this intense chronology of Pullman's production of lavish first-class wooden passenger cars under its appropriately-named arm, the Pullman Palace Car Company. A whopping 9150 different car names are covered, along with their dispositions. Not for the casual reader, this is a well-organized historic reference. It sells for $75.00 (Md. res. add tax) from Greenberg Publishing Company, 7566 Main Street, Sykesville, MD 21784. Chris Tepe's beautiful dust jacket painting of palace car *Spokane* is also available in a limited edition of 500 signed and numbered 26"×25" prints for $49.95, or at the reduced price of $39.95 when ordered together with the book.

The Railfan Guide to Austria by George Drury is a 22-page 8½"×11" softcover booklet devoid of photos but rich in maps and information to help American railfans in their travel and train chasing in Austria. After a quick rundown of Austrian history, there are English translations for German railroad terms, restaurant menu selections, etc., and sound advice on lodging and transportation. Then comes the heart of the guide, listing the dozens of lines operating in Austria; the general road number breakdown for diesel, electric and steam locomotives and railcars and recommended places to visit. For railfans

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Limit: Two plates per collector

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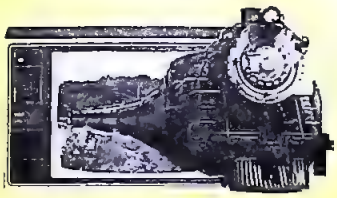

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CHICAGO - MILLER, IN (South Shore MU) 1 hr. 33.45
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ATLANTA - TEMPLE (FP40) 1 hr. 33.45
TEMPLE - IRON CITY (FP40) 1 hr. 33.45
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"THE ORANGE BLOSSOM SPECIAL" A HEAD-END RIDE ABOARD AN RF&P GP40-2 DIESEL FROM RICHMOND TO POTOMAC YARD, VA. PLUS TRACKSIDE ACTION AT THE BRYANPARK ENGINE FACILITY AS WELL AS RUN BYS AT SELECTED LOCATIONS ALONG THE RF&P MAIN LINE. COLOR, SOUND, 4 ONE HOUR PARTS. ..... 33.45 EACH ALL FOUR FOR $130.00

"A FAREWELL TO THE BULLETS AND BRILLS" A HEAD-END RIDE ABOARD THE LAST REMAINING 'STRAFFORD' CAR IN SERVICE OVER THE FORMER PHILADELPHIA & WESTERN (NOW OPERATED BY SEPTA) FROM THE 69TH. ST. TERMINAL TO NORRISTOWN, PA. PLUS RUN-BYS AND HISTORIC FOOTAGE. COLOR-SOUND-ONE HOUR. . 33.45.

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TRACKSIDE ACTION VIDEOS

"PRR E-8 DIESELS IN ACTION" A HEAD END RIDE FROM TEMPLE TO HAMBURG, PA. AND RETURN MIXED WITH MANY RUNBYS FEATURING TWO PRR E-8 DIESELS RESTORED BY AND OPERATING ON THE BLUE MOUNTAIN AND READING RAILROAD. COLOR AND SOUND 1 hr. 33.45

"PRR POWER" - VINTAGE TRACKSIDE ACTION OF PRR ELECTRICS, DIESEL & STEAM - COL.-SOUND1 hr. 33.45

"PRR MAIN LINE STEAM" - DOUBLE HEADED PRR POWER TRACKSIDE ACTION FROM STRASBURG, PA. TO 30TH STREET STA. PHILA & RETURN. ONE HOUR-COLOR-SOUND 1 hr. 33.45

"PRR DOUBLE HEADED STEAM" SAME TRAIN AS ABOVE FROM STRASBURG, PA. TO THE ROCKVILLE BRIDGE AND RETURN. TRACKSIDE ACTION 1 hr. 33.45

"THE NORTHEAST CORRIDOR" PART ONE - TRACKSIDE ACTION FROM AMTRAKS SUNNYSIDE YARD, QUEENS, N.Y. TO NEWARK, N.J. FEATURING AMTRAK, LONG ISLAND, N.J. TRANSIT AND PATH TRAINS, TOWERS, STATIONS, TUNNELS AND BRIDGES 1 hr. 33.45

"NEW YORK CENTRAL-READING CO. VINTAGE MOVIES"
1. "WITHIN THE OVAL" COLOR-SOUND (N.Y. CENT.)
2. "THE STEAM ENGINE" B&W-SOUND (N.Y. CENT.)
3. "SAFETY AT THE CROSSROADS" B&W-SOUND (READING CO.) TOTAL RUNNING TIME-1 hr. 33.45

"GG-1 VOLUME II" VINTAGE TRACKSIDE ACTION OF THE FAMOUS GG-1 ELECTRICS IN THEIR LAST YEARS OF SERVICE. COLOR-SOUND-ONE HOUR. 33.45

"PRR VINTAGE MOVIES" PRODUCED BY THE PRR
1. "WHAT IN BLAZES" COLOR AND SOUND
2. "CLEAR TRACK AHEAD" B&W AND SOUND
3. "GG-1 HEAD END HIGHLIGHTS" B&W AND SOUND-TOTAL RUNNING TIME-1 hr. 33.45

"STRASBURG STEAM" LIVE STEAM ACTION ON THE OLDEST OPERATING STEAM RAILROAD IN THE COUNTRY. FEATURES RUNBYS/CAB RIDE. COL.-SOUND-1 HR. 33.45

"A LOOK BACK IN TIME" PRR/READING VINTAGE FOOTAGE FEATURING STEAM WITH SOME EARLY DIESELS AND ELECTRICS. INCL. P.R.S.L. FOOTAGE. COLOR - B&W - SOUND 1 HR 33.45

"THE END OF AN ERA" VINTAGE FOOTAGE OF ERIE, L.V., C.N.J., READING, LACKAWANNA, D&H, RAHWAY VALLEY OPERATING IN NORTHERN N.J. DURING THE 40S AND 50S. BLACK AND WHITE-SOUND-ONE HOUR 33.45

"RAILROADING IN CANADA" VARIETY OF MOTIVE POWER & TRAIN CONSISTS ON CANADIAN FREIGHT/PASSENGER MOVES AT MIDWEST LOCATIONS. COLOR SOUND 1 HR 33.45

"P.R.R. POWER VOL. 2" ALL VINTAGE P.R.R. STEAM IN ACTION BETWEEN 1946 & 1956 AT MANY LOCATIONS INCLUDING SOUTH AMBOY, CAMDEN, BALTMORE, PHILA., HORSHOECURVE & ALTOONA. COLOR-SOUND-1 HR 33.45

"BURLINGTON-NORTHERN E-8 DIESELS" TRACKSIDE ACTION OF "BN" E-8 DIESELS IN PASSENGER SERVICE ON CHICAGO COMMUTER LINES & CHICAGO UNION STATION AT RUSH HOUR. COLOR-SOUND-ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES" 4 VINT. RR PROD. MOVIES.
1. "PROGRESS ON THE RAILS" PRODUCED BY THE P.R.R.
2. "FAST FREIGHT" PRODUCED BY THE A.A.R.
3. "COAST TO COAST IN 48 HOURS" BY THE P.R.R.
4. "SNOW AND STEAM" PRODUCED BY BRITISH RAILS.
BLACK AND WHITE-SOUND-ONE HOUR 33.45

"HIGHLITES" SHORT PREVIEWS OF MOST OF OUR TITLES. THIS TAPE WILL MAKE A UNIQUE ADDITION TO YOUR COLLECTION OR YOU MAY VIEW IT TO DETERMINE CONTENT AND QUALITY OF OUR VIDEOS THEN RETURN IT FOR FULL CREDIT (LESS $3.50 FOR POSTAGE AND PACKAGING) TOWARD THE PURCHASE OF ANY RAILROAD VIDEO TAPE ONE HOUR, FIFTY MINUTES 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME II" THREE VINTAGE MOVIES PRODUCED BY THE AAR
1. "SOMETHING FOR EVERYONE"
2. "BIG TRAINS ROLLING" (1952 VERSION)
3. "225,000 MILE PROVING GROUND"
COLOR-SOUND-ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME III" THREE VINTAGE RAILROAD PRODUCED MOVIES
1. "THUNDERING RAILS" PRODUCED BY THE AAR.
2. "OPERATION READING" PRODUCED BY THE READING CO.
3. "FLIGHT OF THE CENTURY" (EARLY VERSION) N.Y.C.
BLACK AND WHITE-SOUND-ONE HOUR 33.45

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"MEMORIES OF THE BALTIMORE AND OHIO" VINTAGE STEAM AND DIESEL FOOTAGE, PLUS THE B&O PRODUCED VINTAGE MOVIE "MEETING THE CHALLENGE" (1948).
COLOR-B&W-SOUND-ONE HOUR 33.45

"TROLLEYS OF PENNSYLVANIA" VINTAGE FOOTAGE DATING BACK TO 1930. FEATURING MANY OF THE TROLLEY LINES THAT OPERATED IN PENNSYLVANIA, AT LOCATIONS INCLUDING LANCASTER, ALTOONA, JOHNSTOWN, GREENSBURG, PITTSBURGH, PHILA., NORRISTOWN, READING, HERSHEY, & ALLENTOWN. COLOR-B&W-BACKGROUND MUSIC-1 HR. 33.45

"THE NORTHEAST CORRIDOR PART II" TRACKSIDE ACTION OF AMTRAK'S N.E. CORRIDOR BETWEEN "HUNTER" TOWER AT NEWARK, N.J. TO "UNION" TOWER AT RAHWAY N.J. FEATURING TRAINS OF AMTRAK, N.J. TRANSIT AND CONRAIL AS WELL AS TOWERS, BRIDGES, TUNNELS, AND STATIONS. COLOR-SOUND-ONE HOUR 33.45

"TRACTION ACTION" FEATURES TRACKSIDE ACTION OF OVER 30 TROLLEY LINES FROM COAST TO COAST BETWEEN 1930 - 1950. COLOR & B/W WITH BACKGROUND MUSIC-ONE HOUR. 33.45

"PHILADELPHIA TROLLEYS" A HEAD-END RIDE ON SEPTA'S MEDIA AND SHARON HILL LINES OPERATING OUT OF THE 69TH STREET TERMINAL, PLUS RUN-BYS. FULL COLOR AND SOUND-ONE HOUR 33.45

"TRACKING THE BIG APPLE" TRACKSIDE ACTION OF NEW YORK CITY ELEVATED LINES, METRO-NORTH AT 125th. ST. STATION, AND THE LONG ISLAND RAILROAD. COLOR-SOUND-ONE HOUR. 33.45

"THE HUDSON RIVER LINES" TRACKSIDE ACTION ON THE FORMER NEW YORK CENTRAL (NOW OPERATED BY METRO-NORTH) FEATURING A VARIETY OF METRO—NORTH EQUIPMENT, AMTRAK TURBO & FL-9, AND CONRAIL FREIGHTS. COLOR-SOUND-ONE HOUR. $33.45

"AMTRAK'S HARRISBURG LINE" TRACKSIDE ACTION ON THE FORMER P.R.R. (NOW OPERATED BY AMTRAK) BETWEEN HARRISBURG & 30th. ST. STATION, PHILADELPHIA, PA FEATURING TRAINS OF AMTRAK, SEPTA, & CONRAIL WITH A VARIETY OF EQUIPMENT. COLOR-SOUND-ONE HOUR. $33.45

"CLASSIC RAILROAD ARCHIVES VOLUME IV" THREE VINTAGE R.R. MOVIES.
1. **"BIG TRAINS ROLLING" (1946 VERSION) PRODUCED BY THE AAR.**
2. **"END OF AN ERA" PRODUCED BY RAYONIER CORP.**
3. **"ICHABOD, THE MAN WITHOUT A HEAD" PRODUCED BY THE AAR.**

COLOR-SOUND-ONE HOUR. 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME V" FOUR VINTAGE R.R. MOVIES.
1. **"ON THE TRACK" PRODUCED BY THE AAR.**
2. **"MILESTONES OF PROGRESS" PRODUCED BY THE AAR.**
3. **"TOMORROWS RAILROADS" PRODUCED BY THE WAUGH EQUIP. CORP.**
4. **"EASY DOES IT" PRODUCED BY THE AAR.**

COLOR-B&W-SOUND-ONE HOUR. 33.45

NEW RELEASES

"CONRAIL FAST FREIGHTS—THE MIDDLE DIVISION" TRACKSIDE ACTION OF FREIGHT AND PASSENGER TRAINS BETWEEN LEWISTOWN AND ENOLA, PA. COLOR-SOUND-ONE HOUR. $33.45

"THE ATLANTIC CITY LINE" A HEAD END RIDE FROM ATLANTIC CITY, N.J. TO 30th STREET STATION, PHILA. PLUS RUN-BYS AND (B&W) VINTAGE P.R.S.L. FOOTAGE.
PART 1 ... ATLANTIC CITY TO ATCO, N.J. + VINTAGE P.R.S.L. FOOTAGE. COLOR-B&W-SOUND-ONE HOUR 33.45
PART 2 ... ATCO,N.J. TO 30th ST. STA. PHILA. + RUN-BYS COLOR-SOUND-ONE HOUR EACH 33.45
"CONRAIL FAST FREIGHTS-THE RIVER LINE" TRACKSIDE ACTION OF CONRAIL FREIGHTS ON THE HUDSON RIVER LINE COLOR-SOUND-ONE HOUR 33.45
"TROLLEYS OF PHILADELPHIA" TRACKSIDE ACTION OF P.C.C. KAWASAKI AND TRACKLESS TROLLEYS IN PHILA., PA. COLOR-SOUND-ONE HOUR 33.45
"TROLLEYS OF PITTSBURGH" TRACKSIDE ACTION OF P.C.C. CARS IN PITTSBURGH FROM 1975 TO 1980. COLOR-SOUND-ONE HOUR. 33.45

************COMING SOON*********

"THE NORTHEAST CORRIDOR PART III"
"THE HUDSON RIVER LINES PART II"
"CLASSIC RAILROAD ARCHIVES PART VI"
"P.R.R. VOLUME III"

****

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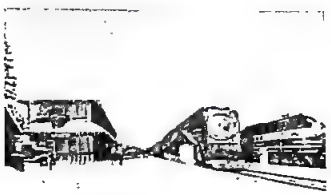
traveling to Europe, this is a nice companion to Drury's previous guide to Switzerland. *The Railfan Guide to Austria* sells for $9.00 postpaid from George Drury, 4139 West McKinley Court, Milwaukee, WI 53208.



Bromley's Portola painting

The latest color lithograph from John Bromley is *Sierra Christmas*, a 15½"×23½" scene beautifully printed on 18"×25" coated stock. It depicts Portola, California, on a sunny winter day in the 1940s with Western Pacific's eastbound *Royal Gorge* pausing behind 4-8-4 483 (one of six, according to the accompanying info sheet, that the War Production Board diverted to the WP in 1943 from a Southern Pacific order). Idling on the adjacent track is a green & yellow WP FT diesel, waiting to pull its freight out on the main behind the *Gorge*. Bromley's paintings are known for their attention to unusual details; in this case it's the shadows. The low winter sun is casting cool blue shadows across the tire and foot-trodden snow, even the shadow of the you, the viewer. A Christmas wreath on the station window enhances the holiday spirit of this great new painting, available as one of 250 signed and numbered editions for $30.00 or as a standard print for $20.00 postpaid from Rail History Prints, 14611 Jefferson Street, Omaha, NE 68137.

Calendar Call

Twelve big 10¾"×13¾" color photos, nicely reproduced on heavy, coated stock, are presented in the *"Trains* 1991 Calendar," which folds out vertically to 13¾"×21½." Subjects include Oneida & Western SD40-2s; Amtrak's *Empire Builder* braving heavy snow at Essex, Montana; a Wabash consist of FAs and F7s; U.S. Steel A-B-B-B-B-A F7s rolling taconite in Wyoming; *Daylight* 4-8-4 4449 storming California's Santa Susana Pass in 1984 (photographed by Bruce Kelly, the associate editor of a competitor's publication); CP Rail SD40-2s with freight on Kicking Horse Pass; a C&O E7 leading the pre-Amtrak *Pere Marquette* in pastoral Michigan; Santa Fe's red & silver Super Fleet FP45s at Sullivan's Curve; a TP&W GP38-2/GP30/GP40 crossing the P&PU's Illinois River bridge; Milwaukee Road Fs at Marquette, Iowa; Conrail EMDs and GEs following the Ramapo River through Tuxedo, N.Y.; Nickel Plate 2-8-4 765 trailing smoke against the dusk sky in Ohio and ICG SD40As weaving coal hoppers into snowy Dubuque, Iowa. Enhanced by extensive caption information, the calendar sells for $9.95 plus $1.50 postage (Canadian and foreign orders add 15%; Wisc. res. add 5% tax) from Kalmbach Publishing, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612.

Always a favorite among their calendar products is Cedco Publishing's "Those Magnificent Trains 1991" ringbound datebook which, measuring 5"×7", fits neatly into camera bags or desk drawers. Its week-by-week pages are illustrated with 36 terrific and varied train scenes, from classic shots of a PE car, an N&W 2-8-8-2 lugging coal, Santa Fe freight Fs rounding Sullivan's Curve and a Monon F7 at Dearborn Station to Eureka Southern GP38s, CP SD40-2s, an NJ Transit U34CH and Rio Grande GP40s. It sells for $12.00 postpaid (Cal. res. add 6.25% tax; overseas orders add $4.00 shipping) from Charles Ditlefsen, Cedco Publishing, P.O. Box 1807, Mill Valley, CA 94942.

The "big brothers" to Cedco's date book are the "Those Magnificent Trains 1991" and "Colorado Narrow Gauge 1991" calendars, folding out to 12"×24" with nice color pictures on coated paper. The TMT calendar's monthly pictures include Western Pacific Fs taking the Highline out of Keddie; Amtrak's *California Zephyr* in the snow on Donner Pass; ex-Ventura County Railway 2-6-2 No.2 at Perris, Cal.; an SP SW7 on the NWP; a UP Big Boy on Sherman Hill in 1956; Soo EMDs amid Minnesota grain elevators, nocturnal station scenes with IC E6 4001 in 1969 and VIA's *Canadian* in 1981 and other subjects. The Colorado Narrow

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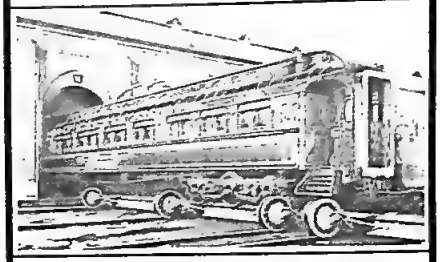

Celebrate the 100th Anniversary of the fabulous *Spokane,* leaving the Pullman Car Works on February 11, 1890. Artist Chris Tepe captures the vibrant dark green color and rich gold-leaf detail of the original, as it emerges from the brick building on a bright sunny day. Ready to frame, 26" x 25".

#10-6810 PP, $49.95 postpaid

Undecided? Send 25¢ SASE for a flyer showing the *"Spokane"* in full color. This painting was originally commissioned for the dust cover of *A Century of Pullman Cars, Vol. II: The Palace Cars.*

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Gauge calendar boasts vintage color shots of D&RGW and Rio Grande Southern narrow gauge steam power running pre-1970s excursions, work trains and boxcar freights, taken by photographers Al Chione, Herb O'Hanlon, Dick Kindig, Irv August, Neal Miller and James Jackson. They sell for $12.00 postpaid each (same tax as datebook) from Cedco at the address above.

Cedco Publishing's two traction calendars — "Red Cars, Yellow Cars 1991" and "American Streetcars 1991" — follow the format of the TMT and CNG calendars. "Red Cars, Yellow Cars" offers its usual mix of bygone scenes from southern California, including a Pacific Electric red car passing Grauman's Chinese Theater in 1954, L.A. Transit Lines yellow cars at the Dozier & Rowan Loop, wooden PE cars at Ocean Park Carhouse, L.A. yellow car 519 passing Santa Fe F3 27 in Highland Park and more. The "American Streetcars" calendar takes a more nationwide approach with a Milwaukee Electric car in sprawling downtown Waukesha, Wisconsin; Waterloo, Cedar Falls & Northern Car 102 at Cedar Falls, Iowa; "Iron Monster" car 171 on Market Street in San Francisco; a PCC on Kansas City's Rockhill Line; a modern LRV and older PCC beneath a CN switcher in Toronto and more. They also sell for $12.00 each from Cedco Publishing at the address above.

The 11"×17" all-color "Illinois Central Historical Society 1991 Calendar" has nice pictures of a GP38-2 and three SD20s in the "new image" scheme; an E7 at the wash rack in Chicago; rebuilt GP10s owned by the Chicago Central & Pacific; big hook X90; the obs end of the *City of Miami*; a wide-vision, extended-porch caboose; an SD40A/SD38/SD20 consist in the kudzu-lined "million dollar cut" at Ripley, Tennessee; new-image units at Crystal Springs, Mississippi; SW1 605 in Chicago; P&L GP10s and an ex-GM&O GP35 at Louisville, Kentucky; Kankakee in the 1960s with black GP9s on freight and Es on the *Creole* and *Panama Limited*; a railgrinding train in snowy Iowa and the main line coaling tower and water tank at Gilman, Illinois. It sells for $8.95 postpaid from Illinois Central Historical Society Publications, 25539 Arquilla Drive Richton Park, IL 60471.

Some excellent black & white imagery, much of it by J. Parker Lamb, illustrates the 11"×17" "Louisville & Nashville Historical Society 1991 Calendar." On the front and back flaps are a panned study of a GP30 and an F-unit/E-unit duo on the Biloxi Bay trestle, and inside are more L&N scenes with an F7 leading a one-car local; GP38 pushers preparing to tie onto a freight at Cowan, Tennessee; a J4A Mikado powering freight; a GP38 with autoracks closing for a meet with a U25C and two C628s; an L1-Class 4-8-2 near Armon, Tenn.; the hooping of orders from the caboose at Biloxi; a mix of Fs and Geeps at Louisville's Strawberry Yard; passengers transfering at Dossett, Tenn.; four-axle EMDs and GEs rounding the wye at Latonia, Kentucky; RS3s at Loyall, Kentucky; an FP7 and E7 in deep snow in the deep South and EMDs approaching the Cumberland Mountain tunnel. It sells for $4.00 postpaid from the Louisville & Nashville Railroad Historical Society, Box 17122, Louisville, KY 40217.

Traction Publications **by Joe L. Diaz**

TROLLEYS TO BEAVER LAKE, A history of the Chester & Derry Railroad Association 1891-1928 by O.R. Cummings is an illustrated 32-page 8½"×11" softbound book with cardstock covers describing the origins and operation of this small electric railway that operated between Chester and Derry in western New Hampshire for more than 31 years. The line has been a memory for six decades. Opened in October 1896 at 7¾ miles in

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length, this rural trolley line transported passengers, parcels, milk, baggage, freight and the U.S. Mail. While marginally profitable in its early years, patronage declined seriously following World War I, primarily because of competition from motor vehicles and the paved roads. This is a fascinating if only a brief look back at this small New England trolley operation. Author Cummings is an acknowledged expert in this field.

There are over 30 interesting and well reproduced photographs and a roster of rolling stock. Additionally there is financial data for each year throughout the life of the railroad plus a modest sampling of timetables and other printed material. A well-drawn map of the line in its entirety with excellent trackage detail in the small towns is reproduced on the entire two-page centerspread. A second map shows in detail the relationship of the subject operation to the connecting electric lines in the area north and west of Boston. This small volume will provide hours of pleasure to the street railway fan. "Trolleys to Beaver Lake" is available for $6.00 postpaid from the publisher, Harold E. Cox, 80 Virginia Terrace, Forty Fort, PA 18704.

Book Reviews

Budd Car, the RDC Story, by Chuck Crouse, published by the Weekend Chief Publishing Company, P.O. Box 1676, Mineola, NY 11501; 516/741-4047, 226 8½"×11" pages, hardcover $49.95, softcover $39.95 plus $2.50 handling per copy (N.Y. res. add proper sales tax).

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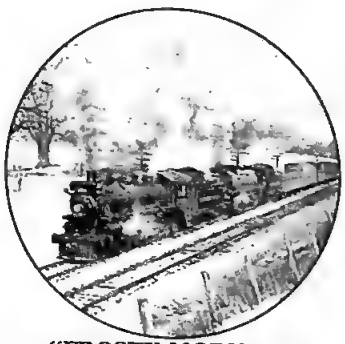

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less sales resistance from the railroad industry, and hundreds of Budd's self-propelled rail diesel cars spiced up train travel on four continents. Chuck Crouse's "Budd Car . . ." is a colorful journey down branch lines, through commuter zones and out on the high-iron aboard "pocket streamliners" that looked like *Zephyrs* but sounded more like Greyhound busses. This book is a thorough and literate account of Budd's development of a post-war replacement for the aging gas-electric "doodlebugs" with the noble intent of reviving short-haul passenger traffic.

Except for a few historic black & white photos, this is an all-color book — and Crouse proves that the stainless steel RDC could be colorful, from Santa Fe's "warbonnet" faces to Canadian Pacific's "war paint." Chapter's include a review of doodlebug history and Budd's entry into the passenger train field. On this foundation, Crouse focuses on the development of the RDC and various services; the long-haul *Zephyrettes* and *Rockettes*, the commuter runs and the huge Boston & Maine fleet. The exotic foreign RDCs are also covered. Other chapters feature unique RDCs like New York Central's jet-powered "Flaming Funny Budd" speed record holder, New Haven's all-RDC *Roger Williams* train and the RDC's ill-starred younger cousin, the SPV-2000 (nicknamed by some the Seldom Powered Vehicle).

There's a very detailed roster and cross index of operating companies. But, unfortunately, there's no index to the entire text, the book's only serious flaw, in my opinion. The text is full of fascinating anecdotes and little-known facts of the RDC story. Did you ever wonder where the bell is on an RDC? Or what aircraft contributed its jet engines to the "Pride of the Central?" The answers are all here.

To set the style of the era, the classic Leslie Ragan paintings from the Budd Company's ads are reproduced throughout the book. A gallery of favorite RDC runs closes out the story.

Was the RDC a success? I think so, but perhaps not in the way Mr. Budd intended. Passenger service continued to decline, though more gracefully and economically, thanks to the RDC. Good work Mr. Budd, and good work Mr. Crouse — TOM SAVIO.

West from Omaha: A Railroader's Odyssey," by Jack A. Pfeifer, published by Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020. 208 11¼"×11¼" pages, hardcover, $59.50.

You can always act surprised when you get that Christmas present that you've been whining for all year, but the best gift is the one that you didn't expect. This book is one of those unexpected surprises. It is a magnificent full-color pictorial trip into the Midwest and West of the mid-1950s, when steam and colorful first-generation diesels were an everyday part of life.

"Jack A. Pfeifer" is not a well-known name in the community of railfans — but it certainly will be after this book gets around. A native of Council Bluffs, Iowa, Jack Pfeifer went to work right out of high school at the Union Pacific headquarters in Omaha and stayed with the company for the next 43 years. In 1949 the Christmas gift of a Kodak Retina I 35mm camera provided him with a quality tool for his already strong interest in train photography, and his Kodachromes after that date look like they were shot yesterday. The "West from Omaha" title describes both his career as a UP claim agent as he moved ever westward from office to office as well as his subjects of railfan photography.

This oversize book, with heavy coated paper and clean, attractive layout and graphics by Mike Pearsall, presents over 300 examples of Jack Pfeifer's Kodachrome photography, arranged by chapters in a roughly geographic order. The captions are brief but adequate, giving the necessary date, train and location information with no forced "fluff" to fill in the obvious. Unusual circumstances, such as a leased ICRR 2-8-2 on a UP Nebraska local, are well described, however. The rich content of most of the imagery speaks for itself.

The Chapters start out with "Iowa," and subjects ranging from a C&NW Baldwin AS616 and streamlined E4 4-6-4 to a Rock Island 4-8-4 and gleaming red, silver and maroon E7s. There is a Fort Dodge, Des Moines

Railroading in the Rockies a Half Century Ago

Colorado Rail Annual No. 18

EASTWARD HO: A Tale of Two Young Californians' Journey to Colorado: Ted Wurm
WESTWARD HO: A Record of a Coloradoan's Rail Photo Safari: John W. Maxwell
ON LINE: The True Account of Three Years in a Santa Fe Business Car: Edward Mahoney

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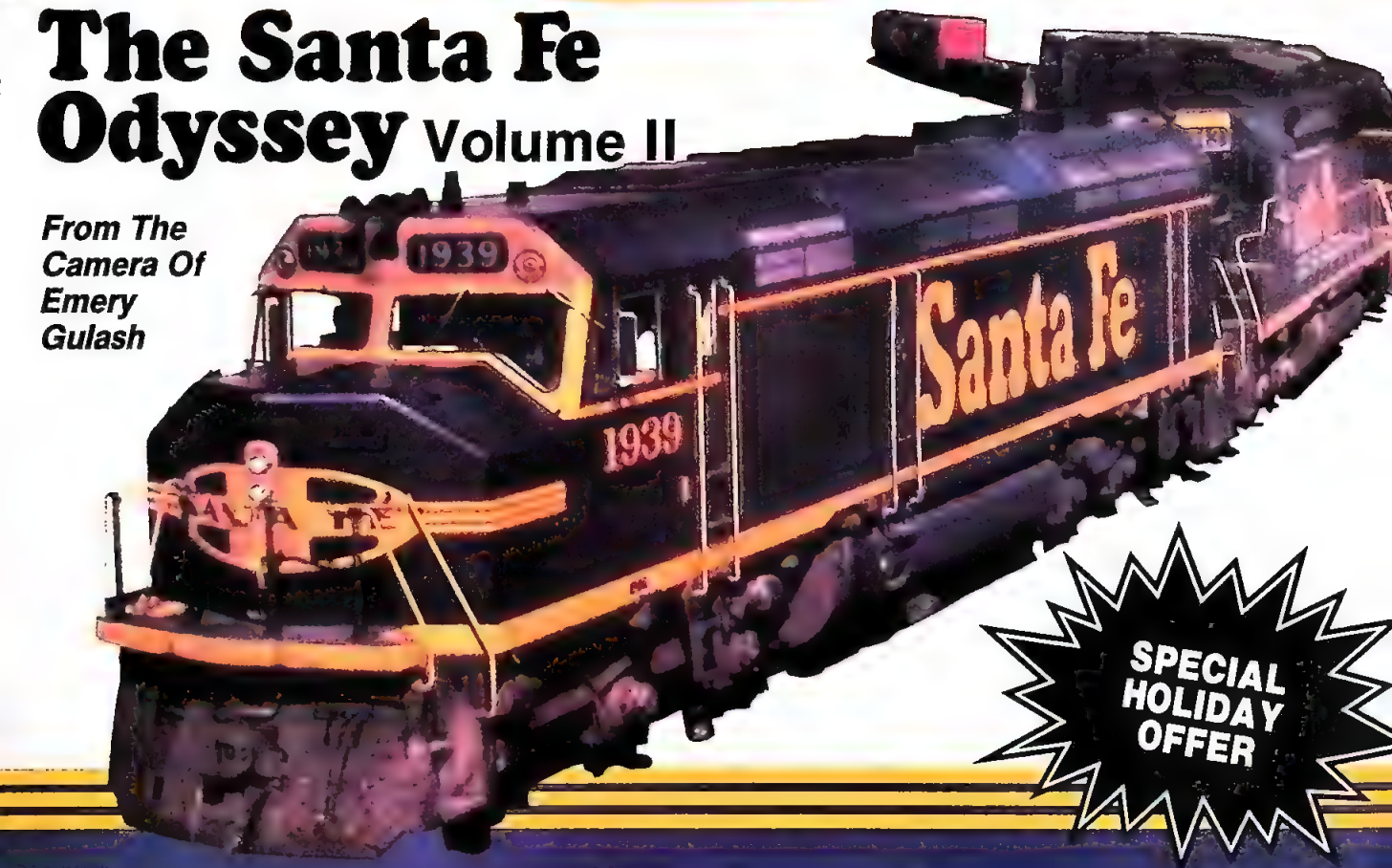

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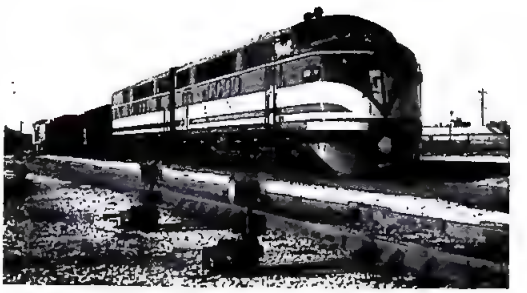

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& So[illegible]terurban fantrip and numerous CB&Q [illegible]ngines and diesels as well as a sampling of the Milwaukee Road, Chicago Great Western and Wabash. But the Union Pacific dominates, with scenes around the Council Bluffs yard populated by Mikes, "little" Challengers, 4-12-2s and 800s as well as early diesels and turbines. The "Nebraska" chapter continues the UP theme but throws in some CB&Q, MoPac, Omaha trolleys and a day with a CStPM&O 4-6-0 on a branch local for good measure. There are some ironic contrasts, such as page 72 with a photo of the freshly-outshopped "Greyhound" UP 4-8-4 813 on the road and the hulk of the early streamliner *City of Denver* retired in the weeds.

In the "Colorado" chapter he captured the UP main line action as well as the steam engines of the Great Western Railway, but it was the narrow gauge — beginning with the legendary Rio Grande Southern — that caught his love and attention. After a couple of RGS fantrips and the scrap train, the book moves on to the Rio Grande narrow gauge, including K-36s at Salida and all sorts of action on the Alamosa-Durango-Silverton lines. Then it's big-time action on Sherman Hill in the "Wyoming" chapter, with Big Boys, Challengers, 800s and just about everything else including diesels and turbines. One shot shows a veranda turbine meeting 2-10-2 5511 during the filming of the UP's famous movie "Last of the Giants."

A fine variety of unexpected subjects show up in the "Potpourri" chapter, beginning with some fine Great Northern steam action, Soo Line steam, a Milwaukee FM Erie-Built in commuter service and even a Hershey Cuban interurban. There are also Northern Pacific doodlebugs on the Camas Prairie, a Milwaukee Road 4-8-4 on the *Columbian* at Spokane, a variety of SP&S diesels and even a fine action shot of SP&S 4-8-4 700 in passenger service in 1952 — wearing the silver smokebox and white tires she displays today.

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This book is not a comprehensive documentary of Western railroading, but it is, as the title suggests, "a railroader's odyssey," in which we are treated to the subjects that attracted Jack Pfeifer. He is a traditional "normal lens" shooter of the 1950s generation, much like Kindig and Collins, and his work stands up with the best in terms of technical quality and interesting composition. The exposures, typical of the below Kodachrome era, range from perfect to slightly dark, and the color reproduction is excellent. Well-lighted, bright, well-lighted subjects easily dominate the pages. No railfan, active or armchair, would be anything but delighted to find this under the Christmas tree — J.B.

Videos

BY MIKE DEL VECCHIO

New Arrivals

The NRHS National Convention in St. Louis last June continues to draw coverage as *the* steam event of 1990. "Big Steam at Saint Louis" by Main Line Motion Pictures, P.O. Box 24480, Richmond, VA 23224, covers the ferry moves and convention activities of the N&W 2-6-6-4 1218, Cotton Belt 4-8-4 819, Frisco 4-8-2 1522 and UP 4-8-4 844. Recorded in Main Line's "Opsisound" stereo, this tape lets the action speak for itself and has no narration whatsoever but uses on-screen graphics to identify activities and locations. There are lots of runbys and some pacing on each of the locomotives, with good overall coverage of the important movements. The titled program is one hour, but a bonus 29 minutes of footage of the resurrection of the 819 at Pine Bluff is also included. Videotaped by Cotton Belt Historical Society's Bill McCaskill, this segment includes the movement out of the park and trip to the Pine Bluff shop, followed by coverage of the overhaul work (including a view from an overhead crane inside the shop) and the initial fire-up. It is spooky to see a tender-less 4-8-4 moving under steam onto the transfer table! 90 minutes, $44.95, available in VHS Stereo, VHS or Beta. See the ad on page 23 of the December '90 R&R for bonus offers.

Pentrex let the other shoe drop with the announcement of "Steam to St. Louis." After seeing Dave Busse and other Pentrex crews at great locations out on the road during the ferry moves to the St. Louis convention, we wondered why only the "day of arrival" coverage was included in their initial "St. Louis Steam Celebration" tape (reviewed in the October '90 R&R). The answer is here, in a 90-minute tape that perfectly compliments the earlier offering by picking up the Cotton Belt 819 in Pine Bluff and following it to Illmo, following the UP 844 from Cheyenne on three days of freight moves to St. Louis and covering the N&W 1218 out of Columbus, Ohio. The superb video camera work and clean editing are of the same qual-

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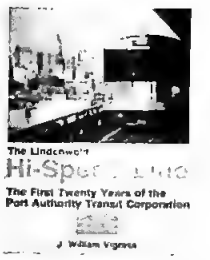

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Feature Reviews

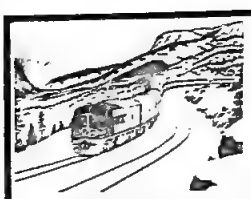
"Trains That Passed in the Night," produced by Berwick Universal Studios and distributed in the U.S. by O. Winston Link, P.O Box 74, South Salem, NY 10590, VHS only, checks or money orders accepted, 55 minutes, $39.95 plus $3.00 postage (sales tax included).

Railroad photography is as individual as the photographers themselves, and certainly there is no single body of work as impressive and unique as the night photographs made by O. Winston Link on the Norfolk & Western during the 1950s. Taken largely at night, the flashlit scenes with their stark contrasts and outstanding compositions succeeded in placing the railroad into context with the mostly rural communities through which the N&W passed. These photographs are instantly recognizable by almost anyone who sees them — and most of that work went unseen until the mid-1970s. Since then, the photos of O. Winston Link have won international acclaim at exhibitions, in a feature spread in *Life* Magazine and in a hardcover book published by Harry N. Abrams, Inc., *Steam, Steel and Stars*, which featured Link's photographs with a text by Tim Hensley and Tom Garver (see July '87 R&R, page 20).

During the many forays into N&W country, Link also shot 16mm movies and made sound recordings, all executed with the same meticulous care as the night photographs. In fact, during the 1960s and '70s, Link was better known for his records of steam sounds than his photography. His night photos were usually only seen as illustrations on the record jackets and liner notes before the work was really "discovered."

Recently, during an exhibition in England, Link's work noticed by film director and producer Paul Yule. As a result, a British film crew was here in July 1990 to produce a documentary on the life and photography of O. Winston Link for BBC Channel Four. Produced primarily as part of an ongoing "150th Anniversary of Steam" celebration in England, that finished program is being offered to the American public on video — an it is a show not to be missed!

Anyone that has met "Winston" can attest to his crusty personality, sharp wit and sense of humor — happily, that really comes through in this program. Beginning the show with Winston examining negatives on a light table at his studio, the film crew followed him all over the Eastern United States to tell the complete story: to the former-Jersey Central Communipaw Terminal in Jersey City where Winston first became interesting in steam railroading; to Rome, New York, where Rome Locomotive Works is undertaking restoration of Link's CPR 4-6-0 453 and where Winston set up his 1950s equipment to take a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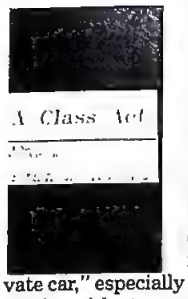
self-portrait night photo; and back to N&W country where Winston revisited the locations of many of his famous photos.

The scenes shot along the N&W are truly haunting. The camera pans through the abandoned drive-in theater at Ieager, West Virginia. Then you see Ed Austin and a couple in a Buick "Super" convertible recreating the exact pose of Link's famous gas-pump scene at Vesuvius, Virginia, with the still-standing glass-reservoir gasoline pump. After a set of NS Dash-8s blasts through in the place of the streamlined 4-8-2, we learn that the couple in the car were the teenagers from the original photo, married a year after it was taken. And among the other locations visited is the Green Cove depot on the Abingdon Branch where Winston and Conchita Mendoza were married in 1984. In another segment you meet James Haden, the black laborer with the alemite gun at Bluefield, who describes what it was like to be a negro working on the railroad in the 1950s and his participation in the lawsuit that broke the color barrier to job promotion.

The editors did a super job of combining the contemporary footage, the still photos, Winston's vintage movies and sound recordings and the various interviews with the people who took part in the 1950s project plus two of the assistants who worked with Link back then. The background music is always appropriate, and the light British narration is very pleasing.

"Trains That Passed in the Night" is a superb documentary that accurately and entertainingly preserves a genuine piece of Americana: O. Winston Link. Focusing on the people and the countryside rather than runbys of trains, it nevertheless captures in sound and imagery Link's steam era and brings it alive today. It is one of the finest programs ever assembled on a rail-related subject.

And the video release of this program is in support of a good cause. All of the proceeds from the tape sale are being put toward the restoration of Winston's CPR 4-6-0, which could be running as early as the summer of 1991. Fine entertainment for the whole family, this would make an excellent gift for the holidays — M.D.



"A Class Act," produced by Paul & Regan Vitous, 140 East 46th Street, Apt. 9D, New York, NY 10017, check or money order only, VHS or Beta, 14 minutes, $14.95 plus $3.00 postage (all orders sent "Priority Mail").

One of the really fun experiences in our hobby is taking a ride on a "private car," especially one that offers first class service with stewards that wait on you hand and foot while zipping along at track speed through the countryside. One of the more popular and least expensive "PVs" to ride in the Northeast is the *Blue Ridge*, owned and operated by Classic Rail Cars, Inc., based in New Jersey. A pair of happy customers who happen to be freelance video producers for national television put together this short but fun look at riding in a private car. More or less intended as an advertisement to ride the *Blue Ridge* (a former-Norfolk Southern business car originally built in 1914 and currently the oldest car certified to operate on Amtrak), the whole show is a combination of in-car, lineside, pacing and even helicopter footage (traversing Horseshoe Curve, no less) further junxtaposed with interviews, narration and background music that includes an original score. There is also some impressive main line action as the car is passing trains on Conrail, Norfolk Southern and Illinois Central and being overtaken by an AEM7-powered *Metroliner* on the Northeast Corridor. The most exotic diesels on the tape are the tangerine and blue Maryland Midland F-units during an excursion with the car.

The whole program is really well done and fun to watch, and it lets you meet the people who would actually own a private car. "Getting there is more than half the fun" is often heard among the Classic Rail Cars partners.

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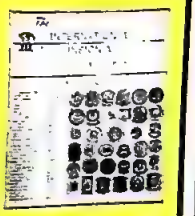

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While courting the now-Mrs. Del Vecchio, we took a ride on the *Blue Ridge* between New York and Washington, D.C. We had a great time and made some new friends. While driving home, Cheryl was talking about buying a railroad car and operating it. Neither one of us has the time or money, so she's getting the tape for Christmas — M.D.

"Norfolk Southern's Pocahontas Division," produced by Berkshire Productions, P.O. Box 575, Brunswick, OH 44212; 800/322-7650 or 216/225-0303, VHS or Beta, VISA and MasterCard accepted, 60 minutes, $39.95 plus $2.75 postage (Ohio res. add 5½% sales tax).

This beautifully photographed video production of the heavy duty coal-hauling Pocahontas District main line of Norfolk Southern's Pocahontas Division will touch the hearts of the older members as well as the newer inductees into the railfan society. While a few of the concrete coaling towers shown still standing are severe reminders of the long-gone N&W steam era, present operations are fully modern, state-of-the-art big time, free-flowing mountain railroading. (The Pocahontas District extends from just east of Bluefield to Williamson, West Virginia. The recently realigned Pocahontas Division extends from this same Bluefield area west to Kenova and north to Deepwater, W.Va., and south to Pocket and St. Charles, Va.)

In addition to the latest and largest GE and EMD motive power, featured are older SD40-2s with road slugs, hi-rail inspection vehicles and section men — and for those who have wondered how a flange oiler works, we are given good closeup action. Pushers, both pushing and returning "light" for another shove, are many. True, a few forlorn scenes are shown such as downtown North Fork, a sad commentary to "progress," but this is the undistorted reality of many of the smaller towns in the area. Progress has left many such areas to return to the mountains from which they sprang.

One thing that impressed me was the accurate pronunciation of the various locations along the route, which is not the case in many videos of late. The recent [illegible] from another source pronounced "Pow[illegible]n" of *Powhatan Arrow* incorrectly in four different ways during the course of the tape.) Iaeger, W.Va., is actually pronounced "Yea-gurr," and it was handled correctly in the well-done, unburdensome narration.

Time freight operations are included, and while the narrator probably did not realize it, the buff-colored tank cars on the head end of the westbound Train 195 were empty Coors beer cars returning to Colorado from Virginia on one of the hottest schedules on Norfolk Southern. (Many times at Bellevue, Ohio, when getting our train out of the huge yards there, we of the Ohio Division have to make many extra moves to other parts of the yard for the Coors loads to handle them East shortly after their arrival off the Ft. Wayne

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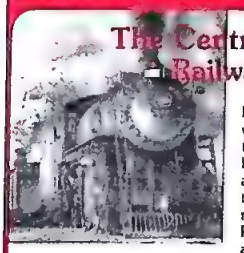

In the mid 50's, the CV wrote the final chapters in the book of steam in New England. This 55 minute all color video features their feisty and fast running consolidations. Plenty of runbys, smoke and switching in spring, summer, fall and winter snow! In an incredible display of smoke and steam, a local stalls on a heavy grade! There's a guest appearance by parent CN's magnificent 4-8-4 #6218!

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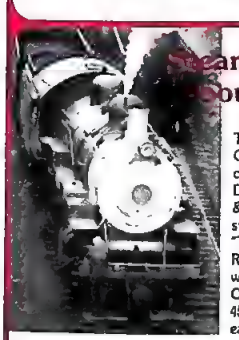

The Buffalo Creek & Gauley RRs handsome consols hauled coal in Dundon, WV. The ET &WNC steamed on standard rail after the "Tweetsie". The VA Blue Ridge Ry soldiered on with a waddling ex-Army 0-6-0. Cass Shays were reborn. A 45 minute color visit in the early 60's.

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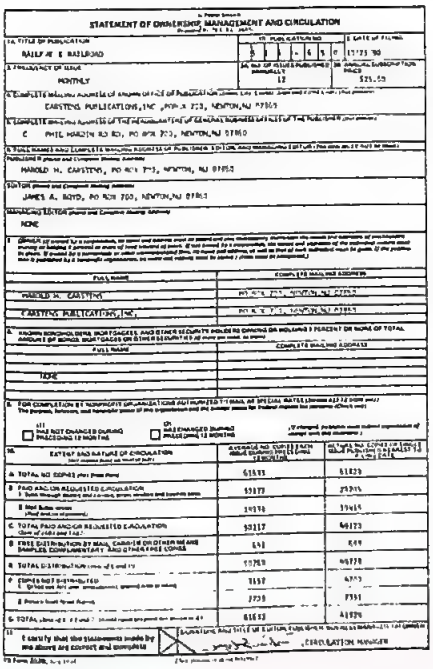
There is some very good action of a heavy coal train starting on the grade at Farm and an excellent telephoto view through a tunnel. Possibly the most impressive action is a slow-moving coal train emerging from one of the many tunnels only to be overtaken by a time freight running sidy-by-side for a few frames and then slowly pulling away. Views from high elevations on the mountains to track level down below give us a true picture of the Pocahontas Division topography.

This tape has beautiful camera work and excellent editing. The squealing flanges protesting the tight mountain curves, flat wheels talking loudly about previously improper braking action and all of the sounds that go with modern railroading are here. It is well worth your investment — and thank Heaven the awful phrase "lash-up" was not used one time — THOMAS D. DRESSLER.

We'd like you to meet...

Walter L. Weart

The author of this month's feature on the Wyoming Colorado was born in Chicago in 1940 and was lucky enough to see a lot of steam and ride many of the Illinois and Iowa traction lines. He recalls, "My earliest memories are 1942 in Racine, Wis., with my mother and grandmother while my father was working in a war plant. Our back yard was on the North Shore Line. Later, we moved back to



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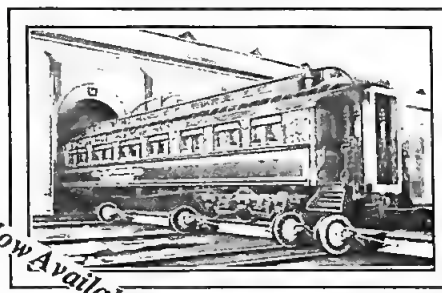

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the Chicago area, but many summers were spent in Racine, allowing me to ride back and forth on the North Shore, and I can remember the "MD" trains (Merchandise Dispatch freight) and the Milwaukee Road steam switcher working the interchange. Relatives in Waterloo, Iowa, who lived six blocks from the IC roundhouse and four blocks from the Waterloo, Cedar Falls & Northern provided opportunities to ride many of the Iowa interurbans during the 1950s. This, combined with two uncles who worked for the IC in Chicago, confirmed that I would always be a railfan."

After graduating from college, Wally's first job was in the traffic department of a steel mill. He worked for various other rail shippers and was able to route traffic over a number of electric lines, including the North Shore and the CTA's "L" freight service. "I was working for a building material company during the early 1960s, and I believe I am responsible for the last boxcar to be unloaded at the South Boulevard team track of the CTA at Evanston. It was a car of colored, bagged cement for a local construction project. Previously, I had routed boxcars of brick to South Boulevard for unloading."

In 1980, Wally set up his own company and developed the highly successful seminar series on short line railroad operations which are conducted twice a year by the University of Wisconsin in Madison in cooperation with the American Short Line Association. Over 500 persons have attended these since the first one. "I believe that we have had someone from nearly every Class I and short line in the country attend at one time or another. The successes and failures have both been attendees at these classes."

From 1985 until 1988 Wally was director of commerce for the Great Western Railway in Loveland, Colorado, and consultant to other short line carriers in the U.S., including the Wyoming Colorado, where his brother, Chuck, was general manager.

After serving as bureau chief for *Traffic World* Magazine until February 1990, Wally joined the Ragsdell Group as vice president of transportation & marketing services, where his responsibilities keep him closely involved with rail and motor carriers.

Railroading is recreation as well as work for Wally, however. He has been active at the Illinois Railway Museum, where I help maintain my favorite North Shore cars and operate them when I can. I helped Jim Boyd with the night photography session at Union on Labor Day weekend 1986. My son and daughter-in-law are both active members, and there has been more than one occasion where we have operated together, sometimes on the same train."

Wally's other hobbies are sailing, swimming (which is part of being a sailor) and some model railroading. He also teaches transportation courses at two Chicago area community colleges and writes for trade publications, including *Traffic World*, *Modern Railroads* and *Inbound Logistics*. His first feature for R&R was "Freight on the 'L'" in the February '88 issue.

Jody Moore

The author of our piece on the Yakima SteamFest '90 didn't have to travel far to cover the story, as he is a resident of Kennewick, Washington, where many of the trips originated. He has lived there for his entire 20 years, the first six of which were spent in an apartment across the street from what is now the Washington Central main line. He can remember watching Burlington Northern trains working through there and being

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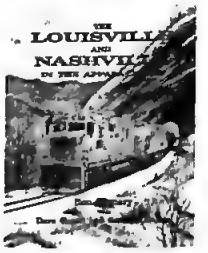

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waken up from afternoon naps by passing freights. He has been a railfan ever since.

An interest in photography came early, but it was only a couple of years ago when he bought a Canon EOS 620 and later an EOS 630 that he was able to get serious about it. His photography is largely self-taught, and he has done portrait and sports work, as well as railfan photography. The sports photography has been mostly of boat races, and Jody has worked in the pits during the Unlimited Hydroplane races held nearby on the Columbia River.

Because Kodachrome processing is a long-distance affair in rural Washington (taking about two weeks to get to and from Palo Alto, California), Jody shoots mostly Fujichrome 100, which is processed at the Kits lab in Seattle. Not incidentally, he works as an assistant manager of the Kits Camera store in the Columbia Center Mall in Kennewick. He is also attending Columbia Basin College in Pasco, and he notes that, "I probably won't know what my major is until I read the degree they give me."

He also observes, "I'm not married yet, but I'm trying to con my girlfriend Marla right now, though I still can't convince her that RailFair in Sacramento would be a great way to spend a honeymoon. She wants a Caribbean cruise."

Jody likes all kinds of railfanning but prefers steam, early diesels and short lines. The story in this issue is his first byline in a rail publication, but as he says, "Expect to hear more from me."

Camera Bag

BY JIM BOYD

Exposures: East and West

David Lustig once observed that back in his innocent youth he would go out trackside with one camera, one lens and a roll of film and spend a happy day shooting trains, but now that he "knows" photography, he goes out with a camera-store-stock of equipment and feels unprepared. I know what he means. I used to go out fat, dumb and happy with a Pentax and a Weston light meter and blaze away with careless abandon, getting mid-1960s streamliners and Alcos on slides that will make a great book someday. Today, I go out with 30 years of experience, two Nikons with excellent light meters and Kodachrome 64 — and I seem to be constantly second-guessing myself.

Returning from three days at the Yakima SteamFest (pages 80-83), I discovered for the first time in my life that I was being diddled by *too much* sunshine.

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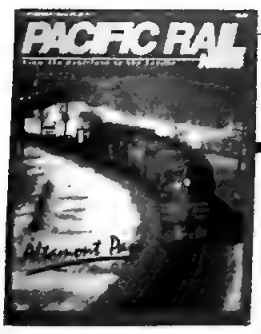

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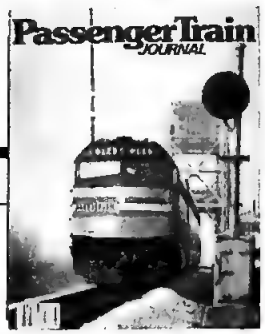

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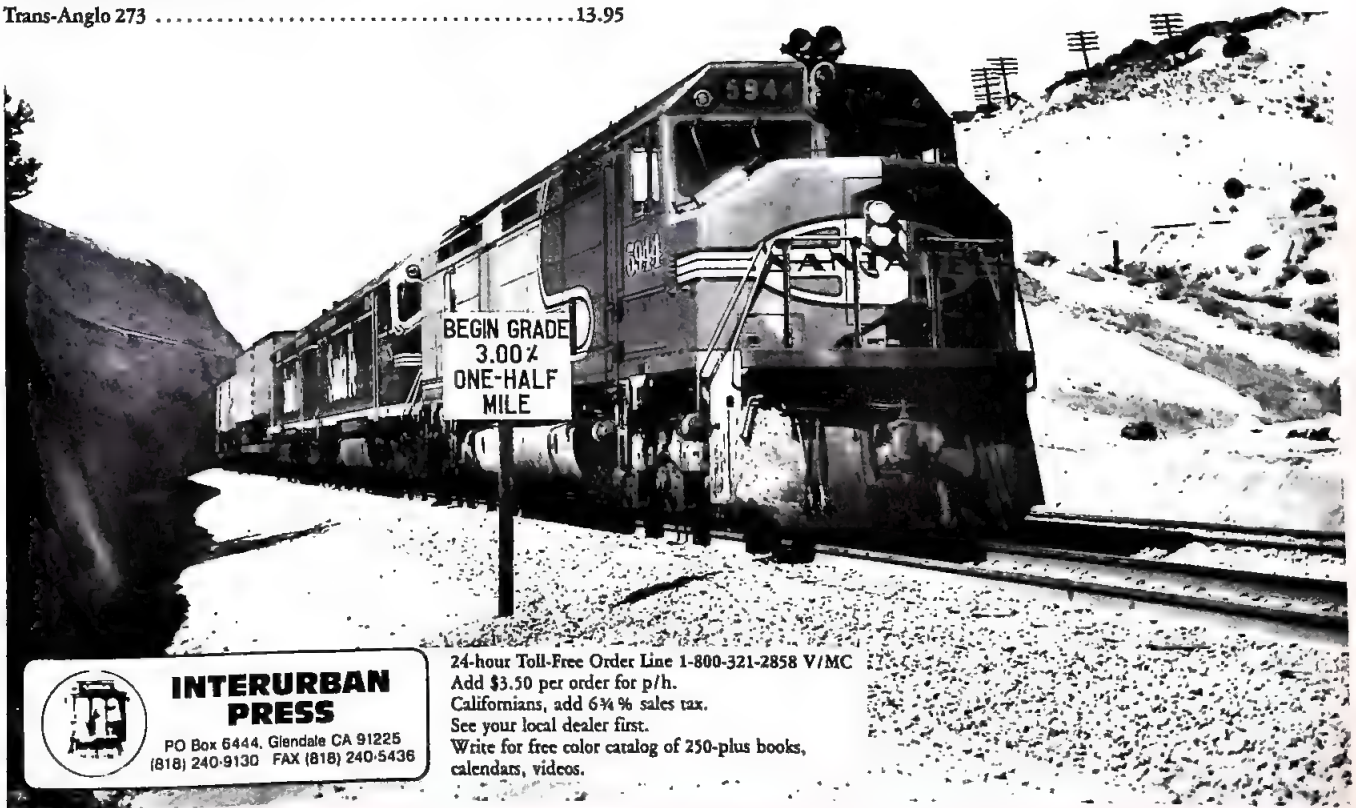

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"A pint's a pound, the world around" has its counterpart in bright sunshine photography: "Kodachrome 64 at 1/500th at f5." It works for me every time. Shutter speed at 1/500th of a second and the aperture a half stop between f4 and f5.6, shaded toward the f5.6. I had spent the weekend of October 6-7 at the East Broad Top railfan weekend in Pennsylvania and in Cumberland, Maryland, with the B&O on Sand Patch and with the Alleghany Central on the old Western Maryland main line. Every exposure from that weekend was right on the money, including some weird back-lighting and the silver smokebox on the Alleghany Central's recently-overhauled CPR G5 4-6-2 1286. The following Sunday, October 14, on Conrail's ex-PRR main line west of Harrisburg, produced similarly consistent results in both hopeless grub (before noon at Horseshoe) and screaming sunshine (the afternoon at Port Royal). My "exposure logic" was right on the money under nearly all lighting conditions, reading the meter in the grub and "eyeballing it" in direct sunlight.

I have found that taking light meter readings in direct sunlight is a hazardous pastime, as it will throw you off more often than help, because the overall exposure becomes too affected by the brightness or darkness of one small part of the scene, and you can swing the meter around and "chase your tail" with different readings until you're hopelessly confused. I was royally "had" one trip in Feather River Canyon when I decided to use the light meter in afternoon sunlight and overexposed an entire chase with orange and silver GP40s (the dark trees and rocks threw the meter off, even in the direct sunlight). Bright sunlight is bright sunlight is bright sunlight. One-five-hundredth at f5 and be done with it. It works every time except at dawn and dusk.

Then I spent three days (October 19-21, 1990) on the Washington Central. Friday was "screaming dome" with blue sky and not a cloud all day. The SP&S 4-8-4 700 had a silver smokebox front and a glossy black boiler and tender, making exposures a bit tricky — but I was aware of the problem and was compensating. For much of the action, my 1/500th at f5 worked perfectly (the broadside of the 700 on page 82), but I was having a slight tendency to overexpose.

In the blistering morning sun at Kennewick around 9:00 a.m., I was opening up a quarter stop because of the back-light angle of the sun and its low position in the sky.

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Many of [illegible] are slightly washed-out in the highlights. The air was so crystal-clear that I was getting *full* mid-day light even then. Being suspicious that "it looked awful bright," I bracketed exposures whenever possible and got plenty of good exposures, but I was surprised to find the unusually high percentage of half-stop overexposures.

The mid-day photography with the SP&S 700 and Great Western 2-8-0 51 was just about perfect, as I anticipated the silver smokebox problem and shaded by f-stops a bit more toward f5.6. Interestingly, as evening approached and we began pacing the 51 north from Prosser toward Yakima, I held onto the full bright exposure a bit too long into the twilight and began getting some downright underexposed views. When the sun became obviously diminished, I got on the meter and took a couple of perfect exposures in the warm, direct light just before sunset.

As the weather deteriorated under high, thin clouds on Saturday and rolling storm clouds off the Cascades on Sunday, my meter-guided exposures ranged from perfect to a stop overexposed. Throughout the entire weekend I don't think I got one dark, "cloudy day" exposure — but I got quite a few washed-out images from over-compensating for the overcast.

As the weather worsened, I switched to my emergency stock of Kodachrome 200, a film for which I have not yet developed a "feel." I tried using all of my knowledge and logic, but in the end I had to trust my ability to "spot" a light meter for the correct reading. The arid hillsides of the Yakima Canyon, few patches of fall color and variable overcast, plus the sky reflecting off the nearly-always-present river, made light reading a real art. I hit a few right on, slightly overexposed a few (the YVT trolley on page 83, which will look "normal" if the color separator and printer do their jobs) and grossly overexposed a few. There was not one under-exposure, however.

The lesson here is complex. One: The arid hills and clear air in the Yakima Valley can be deceptively bright to someone accustomed to the humidity haze and green hills of the Northeast; hence, my tendency to overexpose in bright sunlight. Two: I have become too concerned about under-exposing in grubby weather and am over-compensating in my light readings in overcast conditions. Three: I ain't showin' nobody the bad stuff since I got enough good stuff to put on one heck of a slide show.

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Transit Currents

Major Federal Grant

On September 27, 1990, at 12:15 Eastern Daylight Time in the office of Indiana's Senior Senator Richard Lugar, there was a ceremony of great importance to the Northern Indiana Commuter Transportation District. Present were Senator Lugar, Secretary of Transportation Sam Skinner and Urban Mass Transportation Administration Administrator Brian Clymer. They presented NICTD Board Chairman Bill Carmichael with the $18,543,000 first installment of about $39 million in federal funds. Of that sum, a little over $16 million was to provide NICTD with funds to purchase the real estate of the Chicago South Shore & South Bend Railroad from the Anacostia & Pacific Corporation. Another $2,250,000 was the first installment for the purchase by NICTD of additional rolling stock to handle the burgeoning commuter traffic. Since NICTD became involved with the South Shore, the annual number of passengers has more than doubled. The 41 multiple-unit electric commuter cars are hard-pressed to carry the existing traffic, much less handle expected continuing increases in patronage. Another $200,000 was for the purpose of beginning the process of station improvement and rehabilitation. These funds are from federal fiscal year 1990 money; additional federal funds will come from future fiscal years.

The procurement process for the new cars has already started. There was only one bid for additional cars, and that was by Nippon Sharyu Siezo Kaisha through the Sumitomo Corporation of America. There are still many procurement details to be worked out. In the 17-car order there will be three motor cars purchased to replace the three that were mangled in serious accidents, plus four additional motor cars and ten trailers. The first cars of the order should be delivered by mid-1992.

The actual consummation of the sale between A&P and NICTD will probably be the first of January 1991. There is still a lot of work to do, but major changes of a positive nature have taken place on the South Shore and NICTD since the nettlesome period in mid-1989 when the South Shore was bankrupt. A&P is running a very profitable freight operation, and NICTD and A&P expect to continue a very positive relationship with NICTD owning and dispatching the railroad and operating the passenger service and A&P, through a trackage rights agreement, operating the freight service.

Hoosier Traction Meet

For the seventh time, the annual Hoosier Traction Meet was held in Indianapolis on September 8, 1990. Indiana traction was featured, although there was a wonderful start-up of the meeting with some films showing former Indiana Railroad cars operating on the CRANDIC. There was much reminiscence about the Indiana Railroad, and Russ Powell, a former Indiana Railroad motorman, was in attendance.

There were some notable presentations, including George Krambles and Bob Stacey with the Terre Haute, Indianapolis & Eastern. Also stunning, at least to this participant, was Earl Clark's electric traction postcard collection reproduced on color slides. This showed electric railway cars in a variety of places from around the turn of the century on up.

The more than 100 participants in the 1990 Hoosier Traction Meet were clearly delighted by what they saw and heard and were hungry for more. More is in store. Next year, the feature subject will be the Indiana Railroad, with George K. Bradley featured. The 8th annual Hoosier Traction Meet will be held on the Saturday after Labor Day 1991, somewhere in Indianapolis.

Save a Baby Brill Bullet

The Brill Bullet cars of the erstwhile Philadelphia & Western Railroad (now the Norristown High Speed Line, Route 100, of Philadelphia's SEPTA) were the vehicles that have become justly famous because of the innovations in their design and creation and their long years of operation. They are no longer in active revenue service in the Philadelphia area.

Not quite so well known were the Bullet-type cars built by Brill for the Fonda, Johnstown & Gloversville in the Syracuse area of New York state. When the Fonda, Johnstown & Gloversville quit electric interurban service, five of the "Baby Bullets," as they were sometimes dubbed, were sold to the Bamberger Railroad in Utah.

The happy fact of the moment is that the Orange Empire Railroad Museum (P.O. Box 548, Perris, CA 92370-0548; 714/943-3020) has Baby Bullet 127. John Smatlak is gathering information about the Baby Bullets because he would like to do an article for Editor Jim Boyd of this magazine on these interesting cars. John needs some additional information. Most specifically he needs interior photographs of the cars and photographs of the cars after being taken out of service. From 1953 until 1971, they were used in the Layton, Utah, area as bunkhouses for farm workers. In 1971, the other four bodies went

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

for South Shore Line

to the Trolley's First shopping mall in Salt Lake City, but John says those car bodies are no longer there.

The Orange Empire Museum is now intent upon preserving 127 and putting it into working order. Further deterioration of the car has been prevented, and seats for the interior have been purchased; now the priority is fundraising in order to procure trucks and motors. If you have any information, particularly some photographs of the car, or would simply like to share information with him, call or write John Smatlak, P.O. Box 41127, Pasadena, CA 91114; 818/564-0242. Good luck, John.

M-K Cars for Metro-North

Things must be bouncing in Boise, Idaho, because Morrison-Knudsen Corporation is getting more work to do in the car building business. Already in hand for the newest and only truly domestic car builder was a $208-million contract to manufacture 256 new cars for the Chicago Transit Authority rapid transit system. In the summer of 1990, the Metro-North Commuter Railroad of New York has contracted with Morrison-Knudsen for 39 commuter railcars with an option to purchase nine to 18 additional cars, plus the spare parts. The MNCR contract is for $91 million, and the cars will be built at M-K's Hornell, New York, plant. Deliveries are scheduled to begin in 1991, with completion in 1993.

Portland Lake Oswego Trolley Line

The Willamette Shore Trolley is to run the six miles between Portland and Lake Oswego along the west bank of the Willamette River. The right-of-way was purchased by a consortium of local governments in 1988. Several problems existed. One was to find a suitable trolley and second was how to power the car because there is no overhead on the line.

The Gales Creek Enterprises of Oregon Limited in Hillsboro was the successful bidder for the job of operating the trolley. A car of appropriate type was found in San Antonio. Yes, it was old 300, and it was hauled by truck to the site. Number 300 is vintage of 1913 and has a capacity of about 40 seated passengers. The question of how to power the car was resolved by a diesel generator that would be towed along behind the trolley.

Unfortunately, on the day of the big trolley run, July 6, 1990, (despite the invited guests, the media and the ragtime band) the trolley failed to make its inaugural run. There was an electrical problem so the current from the generator could not get to the car to do the job. By the time you read this, the operation should be going just fine.

The schedule is for five 90-minute round trips to be made each Tuesday, Wednesday and Thursday, with six trips offered Friday, Saturday and Sunday. There will be no service on Monday. Riders will board the cars in Portland at the corner of Southwest Moody Avenue and Sheridan Street. The boarding point in Lake Oswego is at the corner of State Street and Terwilliger Boulevard. For telephone information call Willamette Shore Trolley at 503/222-2226. Thanks to Tom McGarry for the news.

Ups and Downs in Ridership

The ridership on the new Los Angeles Trolley, the Blue Line between downtown Los Angeles and Long Beach, dropped by half on August 1 when fares were charged. The trolley had operated for 18 days free of charge to help people get acquainted with the new service. Beginning on August 1, a fare of $1.10 was levied, and there were only about 2400 morning riders compared with 5200 on the two previous Wednesdays when the rides were free. During the 18 free days, an estimated 670,000 riders took advantage of the Blue Line service.

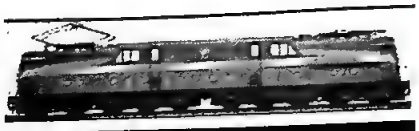
Up in San Francisco, the Bay Area Rapid Transit District is enjoying a solid 12% ridership increase this year over the period last year before the October earthquake. In the pre-earthquake days, about 220,000 people rode BART on an average weekday. When the Bay Bridge was closed, that number shot to better than 356,000 people a day. Now, with the bridge reopened, the ridership has settled into the 245,000 to 250,000 a day ridership level.

Interestingly enough, before the earthquake, there were about 240,000 automobiles that crossed the Bay Bridge each day, but now this has fallen to a steady rate of between 200,000 and 210,000 cars a day.

San Jose expects to get increased ridership in the near future. By the time you read this the two-mile extension of the rail line, scheduled to start on August 17, should have been in business for a while. The increase in trackage is expected to boost ridership by about 25% to an annual ridership of about 3 million from the current 2.4 million.

The new section of line will run south along Woz Way and Highway 87 from the San Jose Convention Center to Alma Avenue. There are three stations from the south to the north near Alma Avenue — called Tamien Station, Virginia Street, and the Technology Center Station — which serve the Children's Discovery Museum. The park-and-ride lot at the southernmost station, Tamien, at Alma Avenue and Highway 87, is a key to increased ridership until the tracks can be extended further south into the residential area.

Because of difficulties with having to redesign the highway in which the south end of the light rail line at San Jose operates, the whole project was delayed by at least three years. As a result, the San Jose trolley does not serve the residential area from which most passengers would expect to be gath-



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ered, but serves the downtown and the industrial area. Thanks to Tom McGarry and Martin Gombert for the news.

Flashes

The NORTH CENTRAL TEXAS Council of Governments is jumping up and down to get the rail commuter service started from Dallas to Fort Worth. Dallas and Fort Worth bought the former Rock Island railroad line between those two cities in 1983 for $34 million. The push now is to get some service operating at least as far as Irving and then on from Irving to Fort Worth. One problem is a site for an end-of-the-line station in Fort Worth; no decision has been made on that important facility. Apparently it would be possible to have some commuter train service operating, at the earliest, by the end of 1991 or the beginning of 1992. Thanks to Mike Murray for the news.

Craig Ash writes that it seems hard to believe that ASEA BROWN BOVERI is unable to clone new FL9s for Metro-North and the Long Island Rail Road. There is a flap because the FL9s were to provide motive power to get trains from the Port Jefferson branch of the LIRR directly into Penn Station without the need for passengers to change at Jamaica. According to Mr. Ash, ASEA Brown Boveri seems to be shifted into Park, which has thoroughly hacked all concerned and caused Metropolitan Transportation Authority Chairman Robert Kiley to note publicly that the contract for the $55 million order is technically in default and that he had little confidence in ABB.

We're proud to announce that TRANSIT CURRENTS columnist George Smerk recently had the honor of receiving an award from the American Public Transit Association, the international organization representing the transit industry.

APTA's Distinguished Service Award, presented during special ceremonies at APTA's Annual Meeting in Houston on October 2, 1990, is given annually "to a transit policy maker, state or local elected official or private citizen who has made an outstanding contribution, at the state or local level, to public transit through policy or legislative initiatives and/or leadership," according to an APTA press release. In that release, APTA Chairman Daniel T. Scannell, (First Vice Chairman, New York Metropolitan Transportation Authority) also said, "George Smerk is one of only a handful in the academic community who has wholeheartedly supported transit throughout his career. His contribution includes establishment of a long-standing transit internship program for Indiana University students; placement of nearly 40 graduates in the transit industry; training of over 800 transit professionals in the areas of marketing, labor negotiations and ad-

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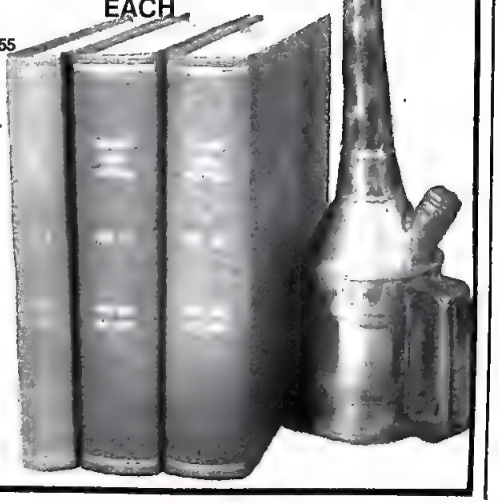

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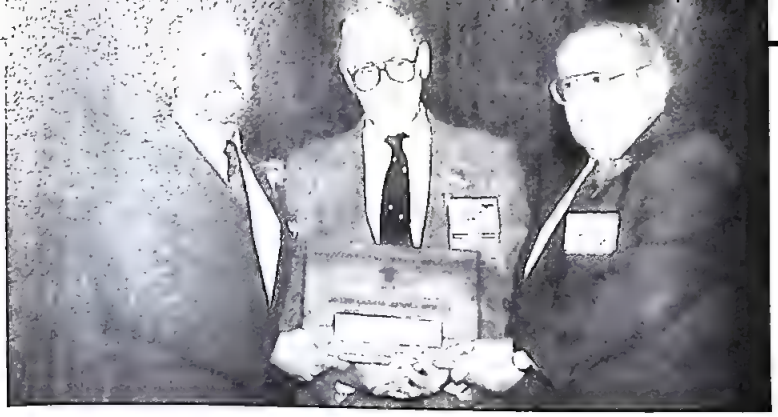

APTA

GEORGE SMERK received the American Public Transit Association's Distinguished Service Award at APTA's annual meeting in Houston on October 2. Presenting the award to Smerk were two of his former students from the Institute for Urban Transportation, Champaign-Urbana Managing Director William Volk (left) and Metro-Dade Transit Agency Director Chester Colby.

ministration; teaching and extensive writing about the benefits of public transportation and serving as a transit board member. His overall service to the industry has been threefold: as an academician, a practitioner and as a mentor. His overall contribution is enormous."

APTA members total over 1000 and include motor bus and rapid transit systems and the organizations responsible for planning, designing, constructing, financing and operating mass transit systems. In addition, APTA members include businesses supplying products and services in the industry. Ninety-five percent of those using public transit in North America are carried by APTA members. Well done, George — THE R&R STAFF.

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THE "IKE" SPECIALS In what has been described as the "sleeper" event of the year, Union Pacific, Burlington Northern and the Santa Fe all participated in the "Eisenhower Centennial" celebration on October 14, 1990, at Ike's 1890 birthplace of Abilene, Kansas. Organized by the National Archives, Central Plains Region, the three railroads ran excursion trains from Kansas City to Abilene for World War II veterans who attended a "Grand Reunion of WWII Vets" the day before in Kansas City.

At Abilene, there were many organized displays and demonstrations relating to WWII, including the General George S. Patton Armour collection (moved in from Ft. Knox by rail) and vintage aircraft. Railway equipment on display included the staff train that served as Ike's European headquarters during the war and the London & North Eastern Greseley A.4 three-cylinder streamlined 4-6-2 *Dwight D. Eisenhower*, freshly repainted in vintage British Rail livery. The locomotive and staff train were on loan from the National Railway Museum in Green Bay.

For the main line excursions, the Union Pacific used 4-8-4 844, while the Burlington Northern debuted its freshly-outshopped "Executive" F9s, and the Santa Fe brought in Super Fleet GP60Ms 103 and 120. The passenger trains operated with appropriate military precision within a minute of the schedule. The Santa Fe, BN and UP trains departed Kansas City at 5:00, 5:04 and 5:20 a.m. respectively. At Abilene they unloaded and continued west to the wye Solomon, Kan., where they were "staged" for the return trips — all of which also ran on time. The UP and BN trains operated on the UP main line via Topeka, while the Santa Fe used its own parallel line to Topeka, continuing to Abilene on the UP.

The BN wowed the railfan onlookers with its A-B set of rebuilt F9s, introduced in a completely new livery reminiscent of the *Orient Express*. The F9A BN-1 and F9B BN-2 were originally Northern Pacific 7002C and 6700A respectively. Both units were taken out of snowplow service and sent to BN's West Burlington shops where they were completely overhauled and rebuilt to GP38-2 specs. The very dark green with a wide cream window band and delicate red pinstripes (see page 2) is the new official business fleet paint scheme, and the office car *Stephens Pass* was already in the colors at Abilene. The BN-1 sports a chrome BN herald on the nose along with a lighting array that includes a Mars light and recessed strobes.

SUPER FLEET On October 12, 1990, Dash 8-40BWs 503 and 505, the first of 60 4000-h.p. super cab GEs built for Santa Fe, arrived at the railroad's Corwith Yard in Chicago and were immediately dispatched west on the hot 1-198-12 train, arriving Los Angeles on the 14th. By October 19, 13 of the 500-series GEs were in service, primarily on the high-priority intermodal trains. They wear the same red & silver warbonnet Super Fleet colors and lettering as the new EMD GP60Ms, but similarities end there because of design differences between the two manufacturers. In addition to the more tapered look on the GE noses, the Dash 8-40BWs sport ditch lights on the pilot (on GP60Ms they're mounted above the anticlimber), their headlights are centered (instead of offset as on the GP60Ms) and their nose doors have a window and are located to the fireman's side of the headlight (compared to the GP60Ms' solid nose doors located to the engineer's side of the headlight). Also, Santa Fe owns the GP60Ms, while the Dash 8s are leased from GE. Santa Fe is so eager to get the new power that several units have been delivered in primer and placed in operation, to be painted later by Santa Fe when time allows. Santa Fe hopes to have all 60 on the road by the end of November.

THE ALCO PLANT SWITCHER Alco S1 No.5 was built in the company's Schenectady, New York, works in 1947 and served there as the plant switcher until Alco closed in the late 1960s. It remained there and worked periodically while GE leased the plant and then was stored near the main ex-NYC connection while track was torn out of the facility. Thus, No.5 was the last locomotive to ever leave the Schenectady plant and the last Alco delivered from the manufacturer to a commercial user. On October 20, 1989, No.5 was moved to D&H's Colonie, N.Y., shops where its new owners, Pro Rail of Troy, N.Y., organized its restoration. Pro Rail is a small, private group which manages the restoration of railroad equipment. Although retired in a more modern Alco paint scheme, the unit was restored to its original Alco plant livery, developed from company specs and drawings and black & white photos, as no color photos could be located. Work was completed in October 1990 (page 90), and after a few days of display the S1 was sent to the Strasburg Rail Road in Pennsylvania, where it's on lease for tourist operations. At times it will also be on display at the nearby Pennsylvania State Railroad Museum. To find out when the S1 will be running, phone the Strasburg Rail Road at 717/687-7522 or the Pennsylvania Railroad Museum at 717/687-8628. Pro Rail has expressed thanks to the D&H, CP, NYS&W and Conrail for their support with the project.

THE "OLD" YELLOW C&NW's final batch of twelve new C40-8s, 8531-8542, was delivered and operating by October 1990, following upon the 1989 delivery of C40-8s 8501-8530. Final unit 8542 (page 2) had the distinction of wearing a special logo commemorating Wyoming's state centennial; the logo is expected to remain on the unit for the life of the factory paint job. Speaking of factory paint, these twelve C40-8s emerged from GE in a visibly darker yellow — closer to the deep "original" C&NW yellow — than the pale "Zito" safety yellow which was adopted a few years ago. Rumors have circulated that C&NW is changing back to its classic yellow, and indeed one company employee said that the darker yellow applied to the new GEs represents what is now the railroad's official scheme, but added that this may change at any time. However, a public relations official said the change was more a matter of GE stocking a slightly different blend of yellow than what C&NW has been using in its shops, and that there is no concerted effort on the railroad's part to change its image. Supporting the latter story, an official at C&NW's motive power department explained that GE applied the same Imron Pentone 102-C yellow polyurethane to the twelve new C40-8s that EMD had sprayed on the SD50s and SD60s delivered to C&NW in the mid-1980s, and that it is somewhat different from the *non*-polyurethane paint C&NW applies in its own shops. Why, then, do C40-8s 8531-8542 appear darker than the 8501-8530 delivered just a year prior? (See page 4, January '90 R&R.) Several sources suggest the factory yellow is simply fading from exposure to the sun's ultraviolet rays, a common ailment which is compounded by the thinner atmosphere at the high altitudes in Wyoming.

UNION PACIFIC With *two* E9s on the roster now, it's no surprise that UP has bought back three of its old dome cars which had been sold to *Auto Train* in 1972. Dome diner 8008 and dome coaches 7001 and 7015 (original UP numbers), which became *Auto Train* 807, 701 and 709, were sold to KCS subsidiary Southern Leasing Corporation in 1981, becoming KCS 19, 21 and 22, respectively. They remained in red & white *Auto Train* colors while stored near Mid America Car in Kansas City. Now back in UP hands, the domes have been shipped to Omaha (after being readied by Mid America Car) and are being stripped for sheet metal and corrosion repair work, to be followed by a complete interior outfitting to near-original condition. The dome diner (to be assigned to the office car fleet) should be completed sometime in 1991, and the dome coaches (available for the excursion consists) should be ready by 1992.

Meanwhile, the second wave of UP's order for 183 super cab SD60Ms began arriving on October 5, 1990. New units 6216-6268 feature a number of modifications not found on previously-delivered SD60Ms 6085-6215. While there is some change in the air blower housing on the fireman's side, the most noteworthy differences are the addition of a small window in the front nose door and the gentle tapering of the nose cowling at the corners just above the number boards. Both are considered improvements to visibility.

Speaking of UP's SD60Ms, the 6161 played a role in a GM commercial which began airing nationwide in October. The unit and several autorack cars were painted gray and filmed in September at GM's auto plant in Portland, Oregon. The commercial shows brief glimpses of the 6161 looming out of the fog with a train of autoracks, then cuts to a group of autoracks spewing forth the latest Chevy and GMC products.

EUREKA SOUTHERN TO BE SOLD? Troubled from its start in 1984 by washouts, landslides and derailments in the Eel River Canyon, northern California's Eureka Southern has been running under Chapter 11 bankruptcy since December 1986, and in 1990 it was

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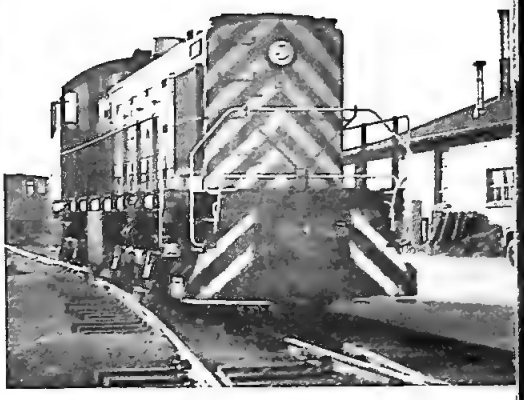


THE ALCO PLANT SWITCHER, S1 No.5, has been mechanically and cosmetically restored at D&H's Colonie shops. Owned by the Pro Rail group, it is on lease to the Strasburg Rail Road in Pennsylvania, where it was seen on October 27.

CUMBRES & TOLTEC Scenic ran another weekend of privately-chartered photo freight activity arranged by Jim Trowbridge over Labor Day 1990. Temporary Rio Grande lettering was applied to the tender of 2-8-2 488, shown doing a runby on the curve at "No Name Rocks" about 15 miles out of Antonito, with cattle cars, gondolas, boxcars and a caboose in tow.

UNION PACIFIC began receiving its latest batch of super cab SD60Ms in early October 1990. EMD modified this series (6216-6268) with tapered nose cowlings and windows in the nose doors, as modeled by 6216 (right) at London, Ontario, October 2. Also, UP bought back three of its domes that had been sold to Auto Train in 1972. They were at Council Bluffs, Iowa, (below) on October 21 en route to Omaha for complete restoration.

GEORGE COCKLE

DAVE STOWE

reportedly cited for more than 200 track defects by the FRA, forcing the short line to cease its *North Coast Daylight* excursions at the end of May. Freight operations have continued, however, on the 162-mile ex-Northwestern Pacific line from Willits north to Eureka which EUKA bought from SP in 1984. Motive power includes four ex-Conrail GP38s in SP *Daylight*-inspired colors and an ex-California Traction GP7.

In October, area newspapers reported that EUKA trustee Jerry Gregg had proposed to sell the railroad to a new operator or to liquidate its assets. If creditors and the bankruptcy court approve either plan, Gregg will have to act quickly, perhaps during early 1991, to sell some or all of the EUKA.

In a related development, SP has announced it will sell the remaining 151 miles of the NWP south of Willits to the Golden Gate Bridge District, which will create a commuter rail line extending north from the San Francisco Bay Area. If all goes as planned, the last segment of the sale will be completed in 1994.

CUMBRES & TOLTEC Some unique photo opportunities were offered on the C&TS during September 1990, starting on the Labor Day weekend with another photographer's freight run organized by Jim Trowbridge. Rio Grande lettering was applied to the tender of 2-8-2 488, and photographers rode the train of vintage gondolas, boxcars, stock cars and a caboose to numerous remote locations for runbys. Despite their high price of admission ($400 this year), the Trowbridge photo freights have grown in popularity as the ultimate railfan time machine, but it's rumored this may have been the last time Trowbridge will throw the event.

September 21 was a busy day for the C&TS, according to the railroad's trainmaster, with 2-8-2 484, its markings painted over, powering a movie special consisting of ten freight cars lettered for Denver, South Park & Pacific; Denver & Rio Grande and D&RGW. The freight performed for a commercial shoot for a Denver bank. The filming resulted in a rare meet on the hairpin loop at Los Piños when an eastbound train, chartered by the Gadsden Pacific Model Railroad Club, passed the movie special, which was waiting in the siding (normal C&TS operations have trains meeting primarily at Osier, six miles east of Los Piños). Leading the Gadsden special was 2-8-2 489, with special "Gadsden Pacific" lettering on one side of the tender. Also relettered for the group was the 487, whose tender read "Lionel Lines" on one side and "Rio Grande" in traditional flying letters on the other.

PA DH-17 Let's Travel Tours' September 28-30, 1990, trip on FNM trackage in Mexico was an Alco fan's delight, powered primarily by an RS11. The highlight, though, was the use of PA DH-17, which had been under restoration since the beginning of the year. Complete with refurbished Alco 251 prime mover and two-tone blue FNM paint (page 90), the unit is the second of the four previously damaged or out of service ex-D&H PAs to be restored at FNM's Empalme shops. Sister unit DH-19 was overhauled in early 1989 for use on FNM's "Star Service" passenger trains (May '89 RAILNEWS), but a top company official has already committed the unit to static display at the national railway museum outside Mexico City at Puebla — much to the dismay of employees who had volunteered their time and effort to its restoration as a serviceable unit. In fact, there are unconfirmed rumors that electrical components from DH-19 were used to rebuild DH-17. Also, standard 42-inch wheels could not be found, so smaller 40-inch wheels were fitted on DH-17 — making her a proper Latin "low rider." It's expected FNM will keep DH-17 in captive, local freight service out of Mexico City, with occasional use on specials. Meanwhile, the hulks of PAs 16 and 18, sans trucks, continue rusting at Empalme.

ALL FOUR CSX F-UNITS The new, yellow-nosed CSX paint scheme is now worn by all four of the executive F-units. The 116-119 made quite a show (page 76) leading a joint CSX/BN inspection train east from Minneapolis on October 16, 1990, to mark the beginning of a new cooperative transcontinental container service offered by the two railroads. The four CSX Fs led the consist of CSX business cars over BN rails to Chicago, where two of the units were cut out and BN's new F9s BN-1 and BN-2 took the lead and eight BN cars were added for the final leg over CSX rails to Baltimore, arriving there on the 17th. A week later, the BN Fs powered an eastbound repeat run of the trip.

As for the CSX paint scheme, it has also been applied to ex-B&O bay window caboose 903983 (page 76). The Affiliation for B&O System Historical Research painted the caboose and displayed it at the AB&OSHR annual convention at Grafton, West Virginia, over the September 22-23 weekend. AB&OSHR believes 903983 is the only CSX caboose in regular service (excluding any in wreck or MofW service) which wears the company's new colors.

FRISCO 1522 During the weekend of October 6-7, 1990, the Winona County Historical Society sponsored two round trip excursions between St. Paul and Winona, Minnesota, as part of the statewide "Celebrate Minnesota 1990" campaign. The 20-car passenger consist was largely from the Indiana Railroad Museum augmented with coaches from the Lake Superior Transportation Museum in Duluth and the Minnesota Transportation Museum in the Twin Cities, plus privately-owned cars such as the former-*California Zephyr* observation car *Silver Solarium*. The trips were well patronized, hauling roughly 2100 people over both days in good weather.

The motive power for the trips was to have been St. Louis' Frisco 4-8-2 1522, but it developed bearing trouble on the lead truck en route which prevented it from reaching the Twin Cities. In the pinch, the Soo Line agreed to supply a pair of diesel locomotives, and they did it with style, introducing Caterpillar-powered "GP30C" 4301 along with conventional SD40 6617, both recently painted in Soo's attractive new red scheme.

The GP30C is the first of three (4301-4303) former-UP GP30s on the Soo Line repowered with a Caterpillar diesel engine. The conversion was done by Generation II, which has been developing medium-horsepower Caterpillar-engined locomotives at the Reserve Mining shops in Babbit, Minn. Generation II is a subsidiary of Ziegler, Inc., a Minneapolis-based Caterpillar distributor.

All seemed well with the 1522 as it left St. Louis on its nearly 600-mile ferry move to St. Paul. The 1522 was to go north on Burlington Northern, cross the Mississippi River at Quincy, Ill., and continue on BN trackage crossing the Mississippi again at Davenport, Iowa, then proceeding north on the Soo's former-Milwaukee Road line along the Mississippi through Dubuque, Iowa, and Winona into St. Paul.

According to 1522's in-cab bearing temperature monitor, the bearing on the lead axle was running only slightly warm, and a visual check showed no problems. With the crew watching it closely, 150 miles into the trip the axle began to run dangerously hot, and 1522 stopped at Camp Point, Ill., to make a repair. The fix proved only temporary, as 1522 had to stop four more times in the next 100 miles. During the stop at Augusta, Ill., the offending axle was removed from the 1522 (making it a 2-8-2) by cutting the rail after creating a makeshift drop pit (page 76). The axle was then taken to BN's Galesburg shop to "turn" the journals. With the axle back in place, the 1522 got as far as Le Clare, Iowa, north of Bettendorf, on Friday afternoon, October 5, before the decision was made to return to St. Louis.

On the southbound trip the journal heated up again, and they nursed the 4-8-2 on to Galesburg where BN offered the St. Louis crew use of the steam-era drop pit and machine shop. They were able to remove and repair the entire front truck, determining that a problem with one of the equalizers had caused the trouble. On the nearly 200-mile trip from Galesburg to St. Louis, the truck performed perfectly at track speed. The 1522 arrived back at the National Museum of Transport on October 10.

The Burlington Northern people were very understanding and helpful with the 1522, and the outlook for further operation is still bright, and other excursion options are being explored.

BUFFALO CREEK & GAULEY Having last seen service in the coalfields of West Virginia in the 1960s, Buffalo Creek & Gauley 2-8-0 No.14 has been acquired by the city of Gaithersburg, Maryland, and will be displayed adjacent to the recently-restored B&O freight house and passenger station. Currently, just the boiler and running gear of No.14 have been placed at the site; the cab, tender and other components were previously transported to Gaithersburg in three truckloads, and the entire locomotive will be reassembled and cosmetically restored. Also on display is an ex-B&O "wagon top" caboose and ex-Western Maryland troop car, to be joined later by Jim Bistline's ex-Southern Railway RPO car. The freight house, which had been neglected for years, has been transformed from a deteriorated eyesore into a completely restored meeting room and exhibit hall with new lighting and air conditioning. The Potomac Chapter NRHS had a very active role in getting the freight house restored and having BC&G No.14 and the other equipment displayed. The freight house will be used to show railroad related programs to the public on a regular basis, as well as for special rail-oriented events.

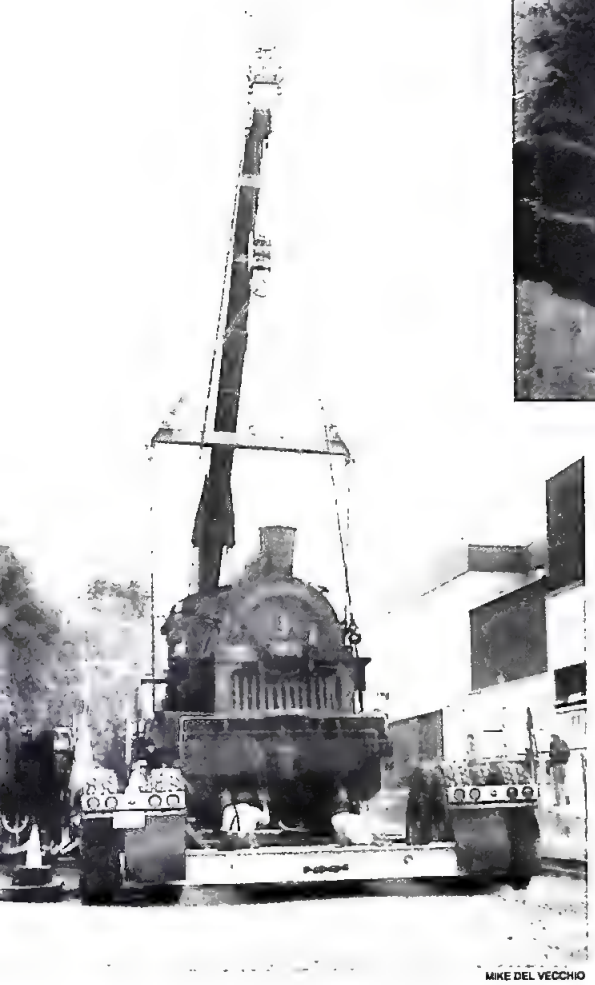
BC&G No.14 was purchased by a private party after the 2-8-0's retirement. The owner passed away after having disassembled the engine for restoration, and No.14 was then sold to an affiliate of the Wilmington & Western Railroad in Delaware, where the engine's parts remained for several years. The board of the W&W decided they wanted the railroad to be an active tourist line and not a museum, and accordingly, agreed to sell some of the accumulated equipment on the property, including No.14, but *only* to parties who would preserve the equipment and not scrap it. The city of Gaithersburg contacted the W&W and arranged to purchase the engine, then made arrangements with CSX to transport it. The light 2-8-0 was shipped on a Conrail six-axle flatcar on September 5, 1990, and was unloaded at the display site on Saturday, September 8. The two display tracks between the freight house and passenger station were installed by the city's Department of Public Works, with much help from CSX, the Everett Railroad (President Alan Maples is a Potomac Chapter Member) and members of the Potomac Chapter — ALEX MAYES.

THE "CHUNNEL" At about 3:25 p.m. EST on October 30, 1990, a two-inch probe broke through the final barrier in the boring of one of the three parallel 31-mile tunnels beneath the English Channel. After three years of drilling, the $17-billion joint British and French Channel Tunnel project, nicknamed the "Chunnel," is nearing completion, with the twin rail tunnels and central service tunnel expected to be finished in mid-1991 and train operations scheduled to begin in mid-1993. It was discovered after the October 30 linkup that the two faces of the one tunnel may be 20 inches out of alignment, but engineers considered it "exceptional" since the two Japanese drilling machines are boring holes nearly three stories high. Upon completion, one of the machines will be dismantled for removal while the other

NYS&W C430 3000 was the star of a fantrip from Ridgefield Park, N.J., to Warwick, N.Y., on October 21. Beaver Lake, N.J., (right) was among its photo stops. That day, 3000 was named in honor of NYS&W veteran John Treen (inset).

BRUCE KELLY, INSET: TOM NEMETH

MORRIS COUNTY CENTRAL 2-8-0 385, being loaded (below) onto a truck on October 22, was donated to Bergen Tech high school by NYS&W.



ALEX MAYES

MIKE DEL VECCHIO

BUFFALO CREEK & GAULEY 2-8-0 No.14 is shown at its new home alongside the former B&O freight house and passenger station in Gaithersburg, Maryland, on October 14. No.14's cab and tender will be installed after they undergo cosmetic restoration.

will be bored into the chalky seabed and sealed in cement, a loss which French officials say is cheaper than the cost of removing it. There has been much worry among Britons who feel the tunnels will end their security as an island nation because everything from rabid rodents to terrorists will be able to pass beneath the English Channel. Plans for a tunnel linking Britain with France date back to Napolean, and short-lived attempts at digging were made in 1882 and 1974.

MORRIS COUNTY CENTRAL At a ceremony on October 22, 1990, the New York, Susquehanna & Western donated its former-Morris County Central 2-8-0 385 to the Bergen County Vocational High School. The locomotive traveled by rail from Little Ferry to the Bergen *Record* newspaper company's siding in Hackensack, and after the ceremony the 385 was lifted onto a flatbed trailer and was hauled over the city streets to the high school. The move was donated by heavy-hauler J. Supor & Sons, and a 100-foot section of track behind the school was donated by Railroad Construction, Inc., of Paterson, N.J.

Immediate plans call for the students taking "Stationary Engineering" to cosmetically restore the locomotive and letter it "Susquehanna." Initial estimates are for a three-to-five year mechanical restoration, and the NYS&W has offered to work with the high school in operating the locomotive once the mechanical restoration is complete.

Sister MCC locomotive, 0-6-0 4039, is stored at Newfoundland, N.J., as its disposition is being negotiated.

NYS&W C430 3000 On October 21, 1990, the Jersey Central Railway Historical Society sponsored a round trip excursion over the NYS&W from Ridgefield Park, N.J., to Warwick, N.Y. Powered by C430 3000 and SD45 3632, the eight-car special made several photo stops en route (including the classic Baird's Lane shot south of Warwick), and the power ran around the train at Conrail's ex-L&HR yard in Warwick. The most significant event of the trip came before departure, when the 3000 was officially named the *John Treen* in honor of the veteran NYS&W employee (and railfan photographer) who was a conductor for the *old* Susquehanna and an operating officer for today's Delaware Otsego management. The sides of the 3000's cab were inscribed with JOHN TREEN in yellow letters.

PHOTOGRAPHY J.J. YOUNG, JR.

A Weekend in the Twilight Zone

by J.J. Young, Jr.

The Delaware & Hudson and Canadian Pacific
and other strange happenings around Rod Serling's hometown

Back in the 1960s and '70s, a fellow by the name of Rod Serling developed a television series called "The Twilight Zone," a series that dealt with an ever changing cast of characters in a never-never land whose adventures bordered on the mystical or subconscious. "Twilight Zone" developed a large following and eventually a cult for this strange land and its inhabitants.

Many of the series' fans wondered where Serling got his ideas for his unusual and thought-provoking stories. For those of us who knew the man personally, the answer to that came easy: he lived in the Twilight Zone! Serling's hometown was Binghamton, New York, and the Twilight Zone appellation was well deserved.

Railfans know the city/area for its almost constant (or so it seems) cloud cover; a major contributor to a Twilight Zone atmosphere. But despite this drawback, Binghamton has, over the years, been home to some of the most interesting and unusual railroad activity in the entire United States. And it continues to add to its record today.

If proof of that is needed, a recent weekend should suffice. What follows occurred on August 18-19, 1990. To those not acquainted with Binghamton, all of this may be a bit unbelievable — to those who know the place and those of us who live here, it's just another weekend in the Twilight Zone.

A visit to the Delaware & Hudson tower at East Binghamton Yards early on a foggy August 18th elicited the information that train MEBU (Mechanicville to Buffalo) was just by Oneonta with a trio of Canadian Pacific SD40s for power. The bankrupt D&H, of course, had just been sold to the independent Cana-

dian transcontinental, and we were all waiting to see what the Canadians were going to do with our long-suffering hometown railroad.

With the thought that going to a higher elevation would get us above the fog, we were off to the Belden Hill bore at Tunnel, N.Y. But such was not to be; the tunnel was socked in as much as Binghamton itself, but we decided a mood shot was possible, and that we went for.

After about a half hour, decidedly Canadian horns were heard screaming on the other side of Belden's bore, and soon a blob of light popped into the Tunnel, gradually developing into a headlight and a pair of ditch lights, much as a photographic print comes up in a developing tray in the darkroom. Moments later, CPR SD40-2 5676 emerged into the murky morning.

After snagging this, our next thought was a shot of this train crossing the old Erie mains at "BD" Tower in Binghamton would be nice, so off we went.

While awaiting MEBU's eminent arrival at BD, our scanners crackled to life and we heard New York, Susquehanna & Western train BH-1 calling the tower for instructions. The yardmaster told him to call when he arrived at the new connector switch, and, after checking to be sure MEBU was by, he would pull onto the D&H Liberty Street main, back past the new connector switch up the Buffalo runner, then proceed to the home signal at BD, where the yardmaster would arrange to bring him to East Binghamton to yard his train.

We opted to stay where we were, and after about 20 minutes with the fog now beginning to burn off, BH-1 came across the plant behind a trio of live Alcos! Two C430s and a high hood C420 were a nice start for the weekend, but more was to come.

Before we had time to absorb the Alcos, NYS&W train NTV-9 was calling the tower to say they're by "Coles" interlocking (about three miles east of BD) and they are told they'll change crews at "QD" in downtown Binghamton. A few minutes later, he rolls by BD behind a trio of Susquehanna "yellow jacket" Dash 8-40Bs. Not really happy with our shot, we decided a better shot would be of him splitting the twin semaphore signals west of Tioga Centre — off we went.

It was decidedly a better location, though the fog in the Susquehanna River Valley moves maddenly slow.

OUR FIRST DAY in the Twilight Zone began with Canadian Pacific SD40-2s exiting Belden Tunnel (**left**) with D&H train MEBU for Buffalo. After catching an all-Alco power set on NYS&W train BH-1 (**below**), CP Rail 5676 reappeared on a passenger train!

Back to the Twilight Zone.

On the way into Binghamton, with the sun finally having some success at burning away the misty veil, our scanner says, "Okay, passenger extra, your brakes are released; you're cleared to go when ready."

Passenger extra!

What passenger extra?

Where is a passenger extra?

Frantic searching finally turns up, of all things, CPR SD40-2 5676 (remember him?) tied on to five Susque-

THE SUSQUEHANNA passenger equipment rolled into Belden Tunnel, headed for Albany on the D&H with CP Rail power.

hanna passenger cars ready to go north. North where? Up the D&H or the NYS&W?

"We're goin' to Albany," the hogger remarks. "Gonna play taxi for a bunch of politicians and big shots to the races at Saratoga next week."

My, my! Well, a couple of quick shots and we're off for Tunnel's tunnel again. With CPR 5676 again! Which makes quick work of the 16 miles between Binghamton and the bore. By now the sun is out, and he's into the bore by about 10:30 a.m. But there's more to come — remember, this is the Twilight Zone.

Part of what happened next was planned in advance; but as you'll see, the unusual was about to happen — again.

Our next photo location was the west portal of the former-Delaware, Lackawanna & Western tunnel at Nicholson, Pennsylvania. This line is now owned by the D&H and used by the Steamtown National Historic Site for its weekend excursion trains between Scranton and Kingsley. At the tunnel where we have planned, with the cooperation of a genial Irishman and D&H road foreman named Bernie O'Brien, to produce a slightly different than normal shot of Steamtown's Canadian National 2-8-2 3254 exiting the west portal.

After picking up items of sustenance in the village of Nicholson, we drove up the narrow single-lane dirt road to trackside and then hiked to the tunnel, about a third of a mile to the east, where we sup and sip while awaiting the arrival of the steam train. After a while, a headlight shows east of the tunnel, and because of a curtain of mist hanging in the tunnel, we set up for our photos, assuming a 2-8-2 will come blasting out into daylight in the deep cut at the west portal.

What comes out instead, obviously in a hurry because he's stepping on the steam train's time, is a pair of CPR SD40-2s, with the 5688 in the lead, followed by a pair of Norfolk Southern C39-8s and D&H 74, an Alco C424m in Guilford gray and orange! Totally unexpected. The train is obviously D&H PYRP, the Potomac Yard to Rouses Point hotshot.

Shortly, the scanner comes to life, and a voice says, "PYRP calling the steam train," followed by an unintelligible reply. "We're clear of 653 (milepost), Bernie." More garbled static.

About 30 minutes later, another headlight shows through the bore, whose interior has been purged of the fog by PYRP's swift passage — and there's no doubt this is a steam engine.

We'll let the photo speak for itself. But let's remember what we've seen. Here, at a tunnel built by the DL&W, now owned by the D&H, two trains have passed pulled by rival Canadian power of two different eras, in northeastern Pennsylvania, in summer 1990 — and within a half hour of each other!

After paying our respects and proffering our profound thanks to Mr. O'Brien at Kingsley, we head back to East Binghamton before going on home.

NICHOLSON TUNNEL on the old Lackawanna had its share of surprises in store. First came D&H train PYRP with two CP SD40-2s leading two NS C39-8s and a Guilford-scheme C424M. After PYRP cleared, Steamtown's Kingsley-bound CNR 2-8-2 erupted into view.

Now, we didn't expect to find anything too interesting after what we've experienced earlier, but, lo and behold, being serviced is the power for an RPPY, headed south for Pot Yard. It's the same power that had brought PYRP up earlier — and, yes, we were told, that Alco C424m No.74 would be on the point as far as Taylor Yards in Scranton on the southbound run.

Remember, we're in the Twilight Zone; those Alcos may only be a figment of your imagination.

Or are they?

Doo-dee-doo-doo: Day Two

Sunday, August 19th; now this is more like it. It's pouring rain out of a sodden, lead gray sky. (Remember, yesterday was sunny; not a frequent happening around here.)

A check with the yardmaster at East Binghamton this morning turns up nothing exciting, but we know that when all else fails we're not too far removed in time and distance from another Twilight Zone adventure. Twenty miles to the west will bring us to the village of Owego, N.Y., and this is home and operating headquarters of the Tioga Central Railroad.

You like Alcos? Didn't get enough of 'em yesterday? Don't go away. The Tioga Central's motive power fleet is all Alco and includes an S2 switcher, a pair of RS1s and ex-D&H RS3m 506, still in its Bicentennial colors. The S2 and RS1s wear the traditional Cornell Red and black colors of the Lehigh Valley, which once owned and operated the line upon which Tioga Central freight and passenger trains now operate. And if the clean red,

white and blue colors that adorn the 506 look a bit different, it's because the locomotive was recently repainted by TC's man with the brush, Elwood Belknap.

The same general design has been kept and the red, white and blue renewed because in 1991 Tioga County, N.Y., will be celebrating its Bicentennial, and the venerable RS3m will be a very visible part of that yearlong event, soon to be decorated for that purpose as a traveling ad for same (Tioga County Industrial Development Agency owns the tracks which the Tioga Central runs on as designated operator). Our visit to the TC finds its employees busily engaged in moving power and arranging equipment for the 1:00 p.m. departure of their Sunday-only brunch train and for the "short runs" which make four round trips between Flemingville (about four miles north of Owego) and Newark Valley each Saturday and Sunday from early May 'til late November. All of this provides not only more Alco activity but the unusual spectacle of a pair of Alco-powered passenger trains making a meet at Newark Valley depot twice each Sunday.

You may find all of this hard to believe, but look at the photos. This is what the Twilight Zone is all about. Now you'll have a better idea of where Rod Serling got the ideas for his stories. Nice place, this, despite it's peculiar weather.

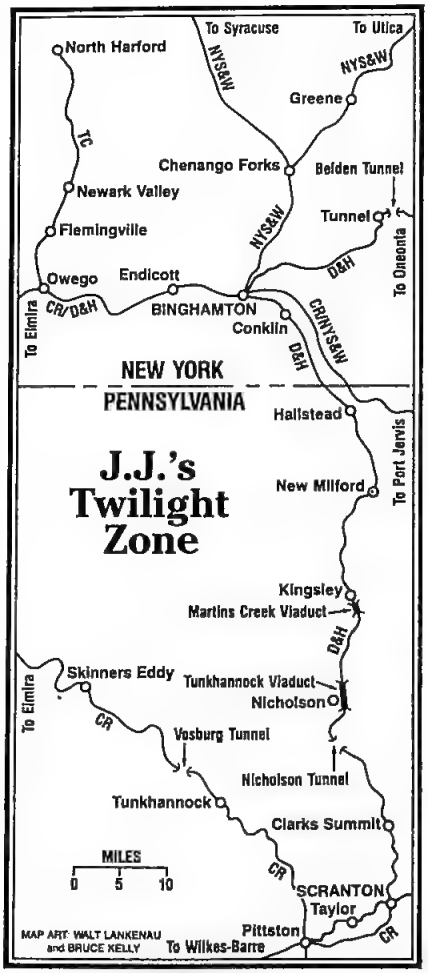
Oh, yes, just to prove that what we've shown you here is not a fluke, consider these items: A couple of days before the weekend described here, a phone call from railfan friend Doug Holbrook said, "Youngie, Santa Fe 8092 is okay by the dragger at Johnson City."

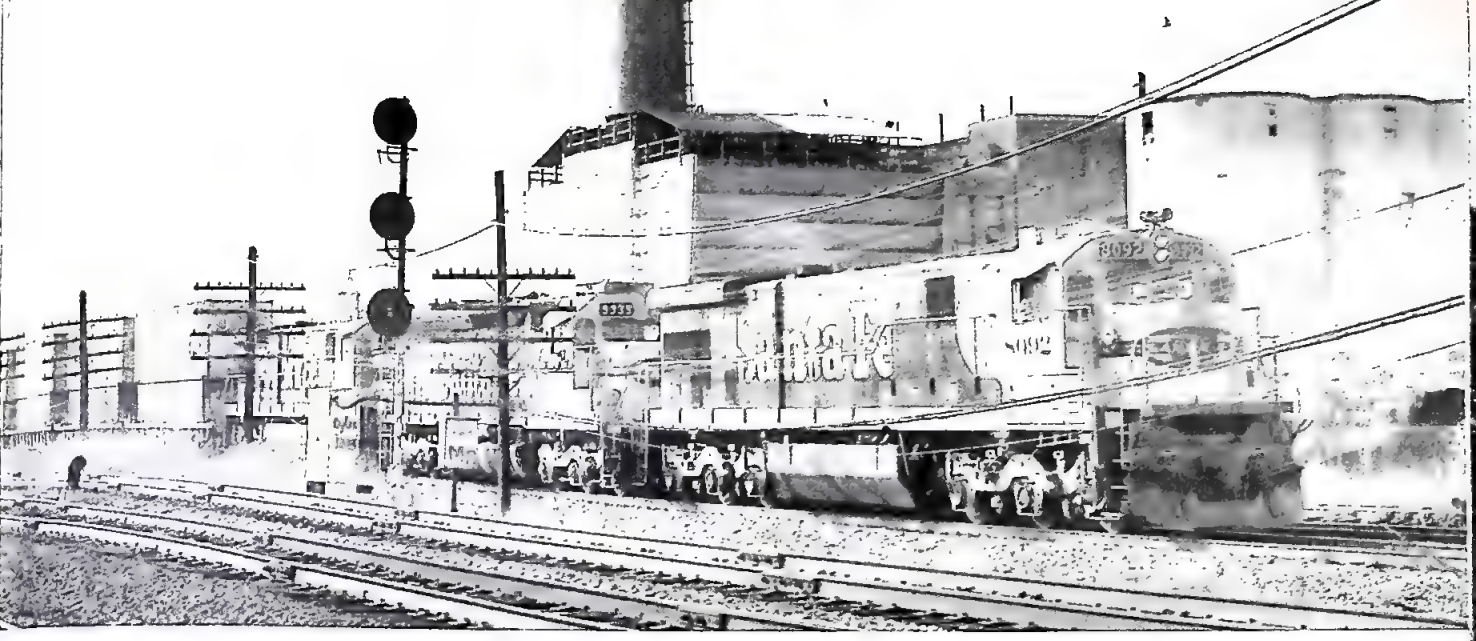
"Thanks Doug. I'm on the way!"

Results? A Santa Fe SD45 sandwiched between a pair of Santa Fe big GE units on an eastbound Conrail stack train passing West Binghamton because me, passing "Johnson."

Still not convinced that this is the Twilight Zone? Try this. The Tioga Central also owns NYS&W RS1 240. They've just acquired a new engine block which will soon be installed to make it an operable piece of motive power. And this venerable Schnectady product has shed its recent yellow and black for the *original* Susquehanna dress of maroon and silver (page 90).

Ah, yes. Quite a place, this. Rod Serling knew of what he wrote. It comes from living in the Twilight Zone.





ALL SORTS OF THINGS show up around Binghamton. Two Santa Fe C30-7s bracketing an SD45 had Conrail stack train TV-200X eastbound at "Johnson," formerly "West BD," a couple of days before the "Twilight Zone weekend." A typical scene is the Alco-to-Alco meet (below) with Susquehanna C430 3000 and the D&H RS36 yard engine 5017 at the south end of Bevier Street Yard. The power set that had brought PYRP into town (page 54) was serviced at the East Binghamton (opposite) and would head out that evening on the southbound RPPY, with Alco C424M 74 in the lead. "Alcos all over the place" sums up the Tioga Central at nearby Owego (below), as the Lehigh Valley inspired Cornell red RS1 62 eases past D&H Bicentennial scheme RS3M 506.

The first passenger diesel designed for Amtrak was not an unqualified success

The SDP40F From Varnish to Vanquished

PART ONE

by Preston Cook

In nearly 50 years of dominating the North American diesel locomotive market from the late 1930s to the early 1980s, the Electro-Motive Division of General Motors produced a myriad of successful diesel locomotive designs — and experienced a few spectacular disappointments. The model SDP40F 3000-horsepower passenger locomotive built for Amtrak during the early 1970s turned out to be one of the shortest-lived and most controversial locomotive designs that was ever developed and marketed by EMD. Although it was largely based around proven technology adapted from some of EMD's most successful freight locomotives, the SDP40F was plagued by a long series of operational problems that contributed to a lengthy controversy and dragged Electro-Motive into an unwanted position in the public spotlight. The SDP40F had been intended as the standard long-haul passenger power to take Amtrak's finest trains to the turn of the century. But in only a half dozen years, it was almost completely displaced by the F40PH, a locomotive which had originally been designed for a completely different type of passenger service requirement.

Passenger diesel development

The process which led to the SDP40F design was a rather conventional commercial product development project to respond to requirements issued by the newly-formed Amtrak organization, which had been created by Congress to take over financially unprofitable passenger operations from the railroads. However, the design of the SDP40F was strongly influenced by earlier passenger diesels. To more fully appreciate the factors which influenced EMD in developing the SDP40F, it is helpful to review some of the significant trends in the designs that preceded it.

Right from the beginning of the commercial success of diesels as replacements for steam locomotives during the late 1930s, the design requirements for passenger power tended to dictate that the locomotives provide as high a horsepower as practical with as light an overall weight as possible. The primary requirement in passenger service was for speed, and the necessary ingredient for speed was horsepower. Tractive effort tended to be of secondary importance on all but a few of the Western railroads, since passenger equipment was relatively light and most railroads did not require the low speed pulling ability of the diesels to be pushed to their limits.

With the rather limited horsepower output available from the individual diesel prime movers of the period, you could either obtain the desired horsepower by running a lashup of a lot of locomotives together (which was partially self-defeating because of the extra weight) or you could cram several prime movers into a single locomotive to make a unit with a higher horsepower rating, as Electro-Motive did with the "E"-units (two 1000-h.p. V-12 567s) and Alco did with the DL109 (two 1000-h.p. 6-cylinder 539s). Having two prime movers could improve your overall reliability on the road, because one engine could usually bring you in if the other failed, but it could also increase your shop time as your maintenance requirement for the diesel engines was doubled. Running twin prime movers pretty much dictated that the locomotive had to have six axles to support the weight, but this tended to provide some additional load-carrying capacity for fuel and water as well. Four-axle single-engined locomotives (like F-units) were very limited in their ability to carry fuel and water within the allowable axle load limits on most railroads.

The twin-engined passenger locomotive had a cost disadvantage, in that it was considerably more expensive to build than a single-engined design. This was of no consequence when the only way to build a 2000 horsepower locomotive was by using two engines, but Alco upset the balance in the passenger locomotive market with the introduction in 1946 of the PA1, which raised the single-engined passenger locomotive horsepower to 2000. With six axles and a single 2000-h.p. V-16 244 prime mover, it could carry adequate fuel and water but did not cost as much to build as the twin-engined EMD E-units. The concept had great potential, but Alco's early problems with the 244 engine limited their market share during the early 1950s. EMD continued to enjoy the majority of the passenger business with sales of their E-units to most of the railroads, while a few customers preferred the F-units, despite their slightly lower individual unit horsepower and the reduced fuel and water capacity (the biggest user of passenger F-units, the Santa Fe, got around this by putting the train-heat boilers only in the B-units).

The passenger roadswitcher

The significant trend of the 1950s was the decline in the interest in streamlined, fully-enclosed carbody locomotives and the wholesale endorsement of the hood-type units which had been introduced by the Alco RS series and elevated to the lead in sales by the highly successful EMD GP7 and GP9. The introduction of the 2400-horsepower Fairbanks-Morse Train Master in 1953 and its subsequent application to passenger service by the Lackawanna and the Southern Pacific provided a preview of the potential for large and powerful six-axled roadswitchers in passenger service. But, like Alco, FM also lacked the ability to successfully exploit the full potential of the passenger locomotive market.

Meanwhile, the entire nature of the railroad passenger business was undergoing significant changes. The expansion of passenger air travel and the introduction of larger and more efficient aircraft gradually brought air transportation within the economic grasp of much of the public — particularly the business traveler. The result was a loss of patronage for many rail passenger

ABOVE: KODACHROME, JIM BOYD / BELOW: EKTACHROME, JIM BOYD

THREE NEW SDP40Fs had the *Super Chief* eastbound down Edelstein Hill on the Santa Fe in Illinois (below) in August 1973. Three years later the 523 (above) was one of the first SDP40Fs to receive the new "candy stripe" livery, as shown in Chicago.

routes and an increasing deluge of train-off petitions. As the routes dried up, the passenger diesels produced by the minority builders tended to be the first to be relegated to freight service or retired. Throughout much of the 1960s, the declining passenger service on most roads was successfully handled by the aging EMD products of the 1940s.

As passenger train size diminished, so did the need for horsepower, and a number of railroads found that the passenger service requirements for new diesels during the 1960s could be met by steam-generator-equipped four-axle roadswitchers of rather limited horsepower. Although there were relatively high horsepower four-axle roadswitcher designs like the GP35 being introduced, they tended to be less adaptable to a dual service role. This was primarily due to the prodigious appetite for fuel

THE ULTIMATE EXPRESSION of the passenger road switcher with the train-heat boiler in a high short hood was the F-M Train Master, like the SP's San Francisco commute fleet, shown here in September 1971. The brand new Great Northern SDP40 325 (below), with its boiler mounted at the rear, was westbound in tow on the CB&Q at Naperville, Ill., in May 1966.

of that monument to thermal inefficiency, the steam generator, which competed for fuel with the main diesel engine. In four-axle 1960-era designs, the total weight and individual axle loadings still put severe limitations on the fuel and water which could be carried.

In addition, it was extremely difficult to arrive at a proper end-to-end weight distribution in the "classic" steam-generator- equipped four-axle roadswitcher, with the boiler in the short hood, and then maintain an equal balance through varying rates of fuel and water consumption from the tanks. If one end of the locomotive got "light" as the variable supplies were consumed, the tractive effort diminished significantly because in virtually all control systems of the period the first axle to slip would activate the wheelslip controls and reduce generator excitation. For long-distance passenger service, six-axle roadswitchers offered a great deal more flexibility and far greater fuel and water carrying capability.

There was still a market, even though it was shrinking, for new passenger locomotives to replace worn-out first generation power. Consequently the potential for passenger service applications continued to influence the design thinking that was going into the diesel roadswitchers of the late 1960s, but locomotive designs that made detailed provision for passenger service appliances (like the Alco Century 628 which left room behind the cab for a steam generator) were truly rare. In most cases, designing a passenger locomotive simply meant subdividing the fuel tank so it would hold water in one section and squeezing a steam generator into what was usually the only space left available in a roadswitcher carbody, the inside of a high short hood.

Electro-Motive made what is, in retrospect, a very significant departure

TWO EKTACHROMES JIM BOYD

AMTRAK PHOTO

THE FIRST THREE SDP40Fs delivered to Amtrak (on June 10, 1973) were the 503-505, which were posed outside the paint shop at the EMD plant in La Grange, Illinois. On December 28, 1978, the 608 and 632 (below) had No. 82, the *Silver Star*, northbound with 16 cars on the SCL at Raleigh, N.C., with railfan engineer Dale Diacount at the throttle.

from the conventional thinking about positioning steam generators in roadswitcher carbodies when they decided to produce a passenger version of the SD35 in 1964. The SDP35 carried the steam generator "out back" at the end of the long hood, reverting to the positioning used in the E-units and F-units. It was a design change which would influence the entire series of six-axled EMD roadswitchers and cowl units that would follow during the late 1960s and the early 1970s, but the alteration arrived on the scene with no fanfare. The SDP35 eventually sold to the Atlantic Coast Line (550), Louisville & Nashville (1700-1703), Seaboard (1100-1119) and Union Pacific (1400-1409).

When Electro-Motive announced the 645-engined "1966 Line" of locomotive models, the dual-purpose passenger-equipped locomotive was still a salable item, and the greater flexibility of six-axle locomotives for modification to passenger service was reflected in the designs that were introduced. The initial catalog offerings included the SDP45, a 3600-horsepower six-axle unit powered by the new 20-cylinder engine. The passenger SD design obtained additional space for the steam generator by using an underframe which was five feet longer than that used in the SD45 freight locomotive. A companion 3000-horsepower passenger SDP40 was also marketed, which was a rearrangement of the freight SD40 with no change in the length of the underframe. In both designs the steam generator positioning was the "back porch" arrangement at the end of the long hood, which had been introduced in the SDP35.

Both the SDP40 and the SDP45 achieved limited market success in the lean passenger locomotive market during the half dozen years before Amtrak. The SDP40 model was limited to six U.S. units for the Great Northern and

CURT TILLOTSON, JR.

14 units for the National Railways of Mexico. The SDP45 in its intended passenger service form was sold to the Great Northern and the Southern Pacific — but the largest group of SDP45 sales turned out to be two orders of freight units for the Erie Lackawanna (which are now officially referred to as "SD45M"). That railroad desired to have a 5000-gallon fuel capacity on their 3600-h.p. units to allow through operation between New York and Chicago on United Parcel Service trains without the need to consume extra time refueling. The space between truck centers on the standard SD45 was not adequate for that tank size, so the SDP45 was adapted by fitting a plain rear carbody with no steam generator provision. In an effort to keep from having to revise the underframe drawings to compensate for the weight lost in eliminating the steam generator, the units were fitted with one large ballast block where the generator would have been mounted.

The final development of the "1966 Line" for passenger service was the FP45, which was introduced in 1967 with a total production of only 14 units (nine Santa Fe and five Milwaukee Road). This model combined the features of the SDP45 with an "F-series" cowl carbody, enclosing the side walkways along with the machinery to create a locomotive which allowed safer movement of the crew within the carbody and between units. Unlike earlier E-units and F-units, in which the side panels of the carbody were part of the basic load-carrying structure of the locomotive, the body of the FP45 was simply an enclosure set atop the underframe and contributed nothing to the beam strength of the locomotive. The FP45 was followed in 1968 by the F45 freight unit, based on the SD45 machinery, which was sold to the Santa Fe, Great Northern and Burlington Northern.

Despite the very limited production, which was dictated by the fact that relatively few railroads were seeking expensive new passenger power in the late 1960s, the FP45 proved to be a successful design which met the customers needs adequately. Many of the features of the FP45 ended up being adapted directly into the SDP40F.

Amtrak enters the market

The congressionally-mandated solution to the deluge of train-off petitions and complaints of the railroads about having to operate unprofitable passenger services was the passage of legislation to create the National Railroad Passenger Corporation (Amtrak). Effective on May 1, 1971, the quasi-government agency took over all long distance passenger operations from the major railroads, with the exception of the Georgia Railroad, Denver & Rio Grande, Rock Island and Delaware & Hudson, which initially chose to continue their existing passenger services.

In the months immediately before the formation of Amtrak, changes to the passenger motive power fleets on a number of railroads had proceeded at a hectic pace. The roads which had relatively new equipment that could be diverted to other uses were quick to make substitutions. Many of the most modern passenger engines, like the Santa Fe and Milwaukee Road FP45s, were suddenly fitted for freight service, usually with the steam generator and its supporting equipment hastily removed with a cutting torch. Meanwhile, passenger power that had been relegated to freight service was hastily recalled, frequently fitted with makeshift piping systems and salvaged steam generators. Many long distance passenger trains were re-equipped virtually overnight with motive power that had previously been set aside for trade-in or bumped down to secondary service.

The result of all of this fancy footwork was that Amtrak started out in business with one of the finest collections of 1940s and 1950s motive power ever assembled. Splendid in a rainbow array of paint schemes, the initial Amtrak motive power fleet featured an equally impressive collection of differing equipment and electrical schematic drawings, even among identical models from EMD built within a relatively close time period. Contrary to popular belief, diesels can be very, very different — as the Amtrak Mechanical Department was acutely aware. Many of the locomotives were in less than splendid condition, which resulted in the need to overpower trains in order to hold schedules with locomotives of questionable reliability. While this practice was effective at getting the train from point "A" to point "B," it certainly didn't control operating expenses.

There was clearly the immediate need

TWO PHOTOS: CURT TILLOTSON, JR.

A MID-MORNING SCHEDULE made Amtrak's No.82, the *Silver Star*, a favorite subject of photographer Curt Tillotson, Jr., who captured it at Greystone, N.C., on a snowy February 20, 1979, and threading through the cut at Bracey, Va., (opposite left) on July 2, 1974. Amtrak SDP40F 583 (below), was in the Burlington Northern engine terminal in Denver in July 1977 beside a BN F45. The similarities are obvious.

JIM BOYD

for modern motive power to improve the efficiency and reliability of the longest distance trains. However, the long term financial picture for the new organization was uncertain at best, and there was the very real possibility that a large investment in new power could be put at risk if Amtrak turned out to be short-lived. The most secure way to approach the purchase of new power was to request proposals for a new locomotive based around specifications that were fairly "conventional." In this way, the operating railroads would not be confronted by a new and radically different passenger locomotive, and there would be at least some possibility of selling or leasing the engines out if passenger traffic could not support continued Amtrak operations.

Electro-Motive's response to Amtrak's request for proposals was based around the general design concepts which had been used in the 3600-h.p. FP45. The major question in the development of a design to submit to Amtrak was whether the requirement would be best met by a 3000-h.p. locomotive which could use the 16-645E3 engine or whether a 3600-h.p. unit using the 20-645E3 would be better. In either case, the principal features of the locomotive would be a close parallel to the FP45, and the slight weight difference between the 16 and the 20 cylinder EMD prime movers would only mean that the 3000-h.p. locomotive could carry a bit more supplies within the allowable weight limitations.

The question of whether or not General Electric ever had a good chance to participate in the first Amtrak new locomotive orders is debatable. From the startup, the Amtrak diesel fleet was dominated by EMD products. The first of the new locomotives to be delivered were targeted to go to the Santa Fe, which had previously been operating

FP45s on their long distance passenger trains. Although General Electric had built the distinctive U30CG for AT&SF, the railroad had reverted to EMD F-units on the name trains just before Amtrak came into existence, and none of the GE units were conveyed to Amtrak. Among the other railroads which were expected to be early operators of the new Amtrak locomotives, GE motive power was virtually non-existent in their pre-Amtrak passenger operations.

The name game

Electro-Motive was clearly on the fast track for the Amtrak business with their developing concept for the 3000 and 3600-h.p. cowl units, which were tentatively being called the "P40" and the "P45," when the United States government entered the picture in an entirely different way. In 1972 the Nixon Administration invoked a complex series of wage and price controls to put a lid on inflation, and it was these controls rather than EMD's preference which finally decided the model designation for the Amtrak locomotives.

Under the terms of the controls, new products being introduced to the market came under a completely different set of judgment criteria than modifications of existing products. The least involved set of review criteria applied to products which were "modifications" of standard catalogued items that existed prior to the start of the price controls. Electro-Motive already had long term experience with government contracts through their installation of engines in U.S. Navy ships, and the possibility of a deluge of government inspectors showing up to monitor what had been developed as a conventional commercial locomotive transaction was enough to convince the division that the Amtrak locomotives would have to be handled as a modification of a currently catalogued model rather than a totally new model. The use of the 3600-h.p. F45 and FP45 designations carried the risk of a full scale review because they were not being carried as a "catalog" production model when the price controls were enacted.

Fortunately for EMD, Amtrak management decided that they preferred to carry additional water for the steam generator rather than have the additional 600 horsepower offered by the 20-cylinder engine. If they had decided on the 3600-h.p. locomotive, the price basis for the government's judging of the design would have been all previously produced SDP45s. Under the terms of the wage and price controls, the basis for arriving at pricing could have been adversely biased downward by the boilerless SDP45 orders built for the Erie Lackawanna (tactfully reclassified "SD45M" by EMD), which were considerably less expensive than a fully passenger-equipped SDP45. But the "P45" or "SDP45F" was relegated to the EMD Engineering Department's circular file, joining many other locomotives that never got built. This cleared the way for the 3000-h.p. design.

EMD then borrowed the "F" from the F45 and FP45 and tacked it onto the back of the SDP40 model to create their new "SDP40F." This identified the locomotive as a modification of a previously existing design while also conveying the fact that the basic concept of the SDP40 had been fitted with the "F" (cowl) type carbody. With this intricate exercise in nomenclature completed, everybody presumably went home happy with the results.

SDP40F design features

The SDP40F as finally built for Amtrak was an interesting combination of many of the general layout and styling features of the FP45 with the electrical technology of the "Dash-2" road freight series. The design was in every way a "Cadillac" among locomotives, featuring the best of EMD's proven technology and some of the most advanced and comprehensive optional equipment that could be assembled.

The layout of the machinery in the SDP40F was generally quite similar to that of the FP45, with the obvious exception of the 16-cylinder rather than the 20-cylinder engine. Much of the space savings and most of the weight saved by the difference in prime movers went into boiler water capacity in the SDP40F. In addition to the subdivided fuel/water tank between the trucks, the Amtrak locomotive was fitted with a very large cylindrical water reservoir inside the carbody, just forward of the twin steam generators. This tank was fitted with a separate fill cutout, so that it could be isolated from the water filling connections if the locomotive was being operated on a railroad where the track could not accommodate the maximum full-loaded weight (with the carbody tank full) of 410,000 lbs.

The underbody fuel/water tank had a capacity of 2500 gallons of diesel fuel in the section closest to the cab end and 2000 gallons of water in the section at the rear of the tank. The carbody water tank was a large, 1500-gallon circular drum. In terms of weight, the carbody tank represented a mass of about 12,000 lbs. of water located at a position in the carbody where it not only had a substantial effect on the locomotive's center of gravity but also had some influence on the rail-to-rail weight distribution when the locomotive was going into curves, due to the free [illegible] surface of the tank water. The carbo[illegible] water tank would become a frequently-discussed item in some of the SDP40F's controversial problems which became evident after the units entered service.

The 16-645E3 diesel prime mover was a conventional EMD commercial rail engine in every way except for one: the engine was fitted with a newly-developed acoustic silencer which was mounted above the turbocharger and required the use of a special turbo with a short, heavily reinforced stack extension. The silencer was oval in cross section and reduced noise levels by bouncing the sound around inside the unevenly spaced confines of the drum. It was a highly efficient "muffler" which added very little restriction to the flow of exhaust gas out of the engine and required virtually no maintenance. It proved to be quite successful in service and was rapidly adapted to other models of EMD turbocharged units.

The 16-cylinder diesel engine powered an Electro-Motive AR10 traction alternation with a D14 companion alternator. This was a standard equipment combination applied to the SD/GP40-2 locomotive series, but the way that the alternator was rated for service in the SDP40F was rather unusual. In the standard SD40-2s, the alternator was rated at 4500 amperes output when starting trains with the traction motors connected across its output in "series-parallel" (three parallel circuits each having two motors in series). This allowed up to 1500 amperes current limit through the motors. At higher speeds the connection on a standard SD40-2 was changed to having all six motors connected across the traction alternator in parallel which helped to reduce the voltage across the system. This electrical "transition" was accompanied by a necessary dropping of the load while the power contactor switches in the electrical cabinet changed the motor connections.

In GP40-2, transition had been eliminated, and the AR10 was rated at 6000 amps for starting trains, which resulted in a maximum current of 1500 amps through each of four traction motors connected in parallel across the output. The traction motors and power contactor installation in the SDP40F were arranged according to the practice used on the SD40-2, but the Amtrak locomotive was fitted with a "parallel start" switch which allowed the system to be locked into permanent parallel connection for train starting. Working with the 6000 ampere current limit used on GP40-2s, this allowed the AR10 to supply 1000 amps per motor maximum for

TWO BIG SKY BLUE SDP45s had GN's *Western Star* eastbound over the Mississippi River at Minneapolis in October 1966. There was concern at EMD that if Amtrak ordered a 3600-h.p. unit, government price controls would base the purchase price on the Erie Lackawanna's boiler-less freight units, like the pair (below) at Waldwick, N.J., in September 1975.

train starting, and the SDP40F could progress through the entire speed range without making transition. Since passenger trains were relatively light compared with most freight train tonnages, the 1000-amp starting limit imposed no real hardship. The biggest advantage of the system was that the disruption to the smooth acceleration of a train caused by the loss of load during transition — and the slack runout it could generate throughout the train — were avoided.

If the SDP40F encountered an extremely heavy grade with a trailing tonnage that could drag it down to the speed range where the short time ratings of the traction motors were needed, the locomotive was equipped to automatically bypass the permanent parallel feature and make automatic back-

TWO EKTACHROMES: JIM BOYD

THE NEAREST KIN to Amtrak's SDP40F was the FP45, like Santa Fe's 5948, shown departing Chicago's Dearborn Station with the *San Francisco Chief* on April 10, 1971, with F45 5935 as second unit. A lot of Milwaukee Road "atmosphere" surrounded the northbound *Empire Builder* (below) at Winona, Minn., in August 1974, including GP9 293 and RSD5 572. A pair of SDP40Fs had the *Sunset Limited* westbound on the SP (right) at Lake Charles, La., in August 1974.

ward transition into series-parallel. It would then make transition back to full parallel once the speed increased. The process was controlled by a set of current and voltage sensing devices and normally required no attention from the engineer. Also, the engineer could switch the locomotive out of the parallel start mode if operating conditions required it, in which case the locomotive would start the train moving in series-parallel and then run the transition schedule just like any standard SD40-2.

The traction motors used on the SDP40F were six EMD model D77 motors similar to those applied to the SD/GP40-2s. On the new Amtrak engines, these were fitted with additional hardware to support a specially-developed locked-wheel detector system and protective annunciator. Shortly before the development of the SDP40F project, Amtrak had suffered a serious derailment with an E8 which was traveling electrically isolated in the power consist on a train. One of the traction motors had experienced a mechanical failure which jammed the pinion and consequently resulted in the locomotive being dragged for a considerable distance with one axle solidly locked. This generated a deep flat on the wheel set which was being dragged, while dropping the wheel flanges progressively deeper below the rail head. The unit finally was derailed while passing through the frog

THREE EKTACHROMES, JIM BOYD

of a switch, setting up a spectacular high speed derailment. To avoid any repeat incidents, Amtrak had asked for the locked-wheel detector which used magnetic pickups to read the number of impulses generated by the passing high points on a small toothed wheel on the motor armature. A special module converted the impulse frequency to a voltage and compared the results coming in from each of the six traction motors on the locomotive. If a motor was running excessively slow or not turning at all, it would set off the detector. There were many problems and false alarms with the device when the locomotives were first delivered, and a lot of units went around for long periods of time with them disconnected completely.

The trucks applied to the SDP40F were a version of the new Electro-Motive HTC six-wheeled truck, rather than the six-wheel flexicoil truck which had been used under the predecessor product were to receive very high visibility and a great deal of retrospective engineering evaluation.

The SDP40F was equipped with a redundant installation of pickup devices for several differing cab signal systems used on the railroads where the engines were intended to operate. Proper equipment arrangements for a number of roads could be set up by only reconnecting the devices mounted on board. The locomotive was also fitted with an alertor vigilance alarm, a device which would sound at irregular intervals and would require that the engineer touch a metal part of the control stand in order to silence it. The safety alarm was intentionally quite irritating and was not very well received by the crews. Shortly after the SDP40Fs were delivered, EMD began receiving back from Amtrak large numbers of the alarms which had mysteriously short circuited. Investigation disclosed that the operating crews had identified a readily available liquid solution which could be dispensed on the device and would cause it to fail when next actuated. Fortunately, no crewmen were ever caught "with their fly open" when the device was electrically energized. It could have resulted in a shocking disclosure and a most unusual accidental injury report.

One of the most immediately obvious differences between the Amtrak SDP40Fs and typical FP45s is in the end platforms. Electro-Motive design specifications defined a full range of end platform, step and safety appliance options for both the FP45 and SDP40F models. The first FP45 had been built for the Santa Fe with the optionally-available full depth end platforms, fitted with access steps for ascending to the platforms from any corner of the locomotive. In contrast, the Amtrak SDP40Fs were fitted with narrow front platforms intended to be used only for terminal servicing. To allow for switching and cutting power in the yard, there was a large switching step at either front corner with a corresponding grab iron. The SDP40F rear platform was full depth and fitted with handrails, but the rear access steps were outward-angled "knee busters" that seem specifically designed to discourage their use. The primary purpose of the full rear platforms was as a convenience for servicing.

The original specification for the SDP40F was released by EMD with an issue date of November 1, 1972. By the middle of 1973 the project was fully under way, and locomotives were being delivered. The first group to enter service went to the Santa Fe beginning in July 1973, taking over the long distance trains in what eventually turned out to be the most successful operation of the SDP40F among the major railroads.

FP45. The trucks used under the Amtrak locomotive differed from those which had been applied to standard SDs up to that time in a number of respects. The most significant differences were the application of a hollow rather than a solid truck bolster and centerplate receptacle and a slightly different dimensional offset in the positioning of the center plate with respect to the center axle of the truck, which had a slight influence on the axle-to-axle weight distribution of the truck. In light of problems which would later be experienced with the locomotives, these differences compared to the standard EMD freight

Next month

In the next issue we will take a look at the relatively short time the SDP40F spent in Amtrak service, the problems and controversy it encountered and its eventual replacement by the F40PH.

TWO KODACHROMES: HAROLD A. EDMONSON

The telephone rings for the third time with your wake-up call before your sleep-shrouded mind realizes that it is for real, not part of a dream. You roll over and look at the clock. It is 5:00 a.m. It takes a minute to remember where you are and why you are getting up at an hour when normal persons are still sound asleep. Climbing out of bed, you have less than an hour to dress, eat and get over to the Wyoming Colorado Railroad (WYCO) office to meet the rest of the crew for today's train.

Another telephone call, a couple of days earlier, is the reason that you are in a motel in Laramie, Wyoming, on this morning of June 27, 1990. Chuck Weart, general manager of the WYCO called and said, "We're a little short-handed up here, and I could use your help to bring a coal train down off the hill. What are you doing Wednesday?"

While you have railroaded and worked as an engineer on other short lines (like the Great Western Railway in Colorado and Brillion & Forest Junction in Wisconsin), none compares with this. The WYCO is 95 miles long; starting at Laramie, elevation 7350 feet, it strikes out westward, turns south at Centennial, reaches a summit of 9055 feet near Fox Park and terminates at Walden, Colorado, at about 8048 feet elevation. You have worked on longer roads but never one as high as this. The loops at Albany make three and one half complete circles while changing elevation. With grades of two percent and better, this is real mountain railroading — not for the faint of heart.

After breakfast with Chuck and a stop to fill the Thermos bottle with coffee, you meet the rest of the crew. In addition to Chuck, there are Lloyd Brown and Frank Motez. Lloyd will ride the caboose, used on all freight trains. As Chuck explains, "You often can't see more than five or six cars back, and we need the rear man for safety."

Business these days is primarily coal, mined around Coalmont, Colorado, and trucked to the railroad loader at Walden, on the south end of the WYCO. Keeping with recent operating practices, the empties are taken to Walden to begin loading, the power is left there overnight and the crew is returned to Laramie by auto. Thus, your trip starts with a one hour drive back to Walden. The ride allows Chuck to fill you in on the history of the Wyoming Colorado.

THE WYCO F-UNITS were on the top level at Albany (**below**) on September 15, 1990, returning from Fox Park with an excursion. Two days later, they spotted at Brownlee (**above**) empty tank cars that had been brought in on a "mixed train" excursion. The author was engineer on the leased UP SD40-2s (**right**) at Walden on June 27, 1990.

THE WYOMING COLORADO RAILROAD

Red F-units and Yellow SDs

Take the throttle of a pair of SD40-2s
and handle a coal train from Walden to Laramie

by Walter L. Weart

The "Hans Peak"

The original road, the Laramie, North Park & Pacific, was chartered in 1887 and built 13 miles of track west from Laramie. In 1901, the Laramie, Hans Peak & Pacific took over and started pushing the track further west to the small gold mining town of Centennial, Wyoming. Ambitious plans called for the road to extend west into the Medicine Bow Mountains to Gold Hill. The line was planned to reach Grand Junction, Colorado, and press on to Utah, with it final destination being the Pacific Coast. The LHP&P did not set any records extending the line, as it did not reach Centennial (a distance of 29 miles) until June of 1907.

With the failure of the gold mines, plans for the western extension were abandoned, and the track was pushed south towards Coalmont, Colorado, with the first train arriving on December 11, 1911.

The coal mines around Coalmont supplied most of the tonnage for the line, which operated seven steam engines (Numbers 1-7 respectively: ex-UP 2-8-0 1269, ex-CB&Q 2-8-0 1906, ex-UP 4-4-0 789 and four light Baldwin 2-8-2s built for the LHP&W). Because of the hard winters at such high elevations, the road owned two rotary snowplows.

With 111 miles of track between Laramie and Coalmont in December 1911, the construction was over, and the road settled down to business.

The road was reorganized several times, finally becoming the Laramie, North Park & Western Railroad on June 21, 1924. The Union Pacific acquired the road in 1936 and continued to operate it under the North Park name until November 1951. At that time it became the "Coalmont Branch," although the Laramie crews usually referred to the line as the "Hans Peak." With the formal acquisition of the Coalmont Branch, the 9016-foot Sherman Hill was obliged to yield to 9055-foot Fox Park the honor of being the highest point on the Union Pacific. (This is one of the highest standard gauge railroads in North America, and the UP frequently conducted high-altitude tests on new diesels on the line.) After 1951 the Coalmont Branch was operated by the UP with 2-8-0s and diesels ranging from Alco switchers and SD7s to GP30s and SD40-2s until it was sold to WYCO late in 1987.

A legacy of the Union Pacific ownership is the 110 to 131-pound rail which was installed after World War II. More track work was done between 1978 and 1981 to enable the UP to operate six-axle power. In 1980, coal traffic had amounted to over 400 cars per week, and the UP wanted to run heavier motive power in lieu of the five or six smaller units which it had been using.

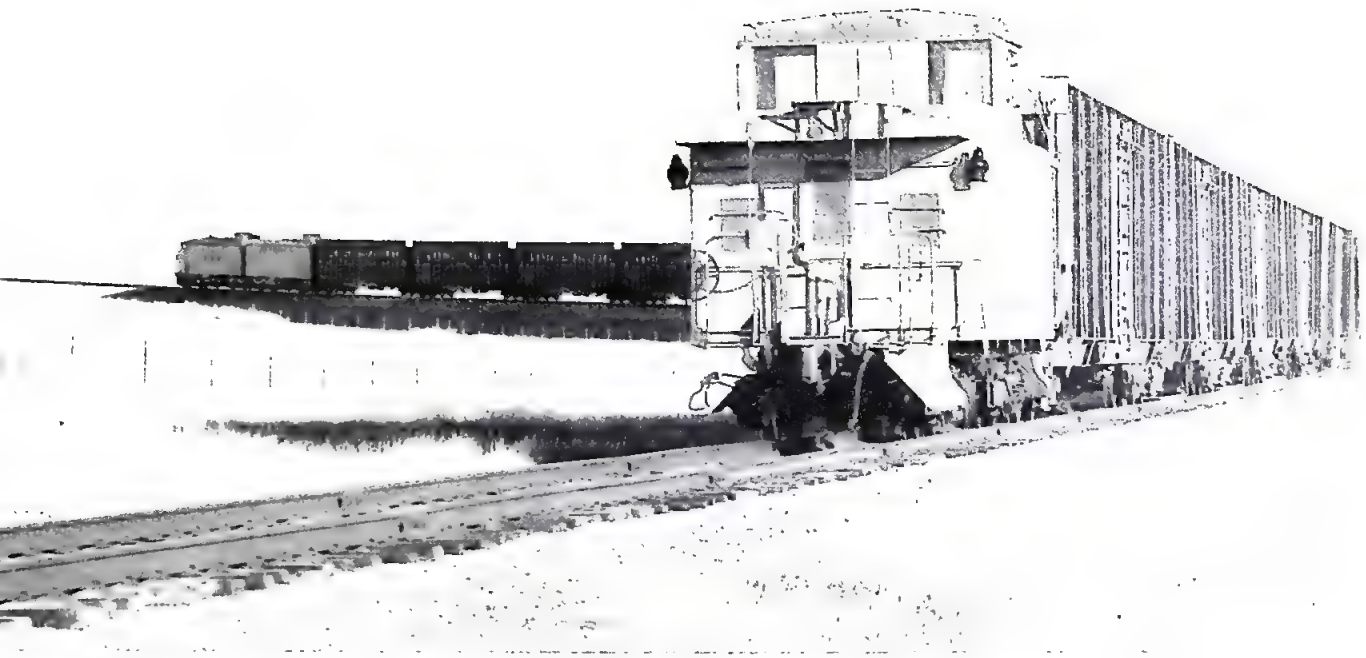
SD40-2s on the hill

Arriving at Walden, you are disappointed to see two leased Union Pacific SD40-2s, 3230 and 3771, waiting for us.

WALTER L. WEART

You had hoped that the power would be the famous red and black Mountain Diesel F-units (former Alaska Railroad FP7A's 1510 and 1512 and F7B 1517, now WYCO 1511, leased from Dale Sanders' Mountain Diesel Transportation in Denver). Chuck explains that the two FP7s could not begin to handle the tonnage and are generally confined to the excursion trains. It would take four of the "covered wagons" to equal the power available in the SD40-2s.

Chuck's own caboose, ex-Great Western 3870, nee-UP 25170, is coupled to the units. After the handles are inserted into the control stand, Chuck tells you to hold the diesels in Run 6 with the reverser centered for a few minutes before backing down to pick up the loaded coal



ROGER P. COOK

THE F-UNITS WERE WORKING FREIGHT on June 16, 1988, with a train of mostly empty woodchip cars bound for the Georgia Pacific lumber mill at Walden. They are shown westbound on the open high prairie country between Laramie and Centennial.

hoppers. Carbon can build up while the units idle overnight. "We've had very little rain, and I don't want any carbon sparks to start a fire," says Chuck.

After Frank aligns the switches, you back the units down to the loading area for the hoppers. The track to Coalmont was torn up years ago, and the coal is trucked to Walden for loading. Kerr Coal Company has billed 18 loads to Mountain Cement in Laramie, and you have orders to pick up five tank cars of carbon dioxide from the Liquid Carbonics spur at Brownlee.

After tying on the caboose, you make the required air test and start out for Brownlee at 8:05 a.m. No problem here, as the track is fairly level, and you start the train rolling smoothly. "All moving," crackles the radio as Lloyd tells you that the back end is following along. Setting the throttle in Run 2, the ammeter shows 300 amps.

Looking out of the cab, you scan the train and are feeling quite pleased with yourself. Once clear of the Walden yard switch, you advance to throttle to Run 7, then to Run 8. With the needle showing 600 amps, you reduce the throttle to Run 3 as you crest a small hill.

Ducks fly up from a small wayside pond, startled by the noise as you quickly set the dynamics to 2, then 3. The ammeter shows between 300 and 400 amps, and you try to keep the train

TWO PHOTOS: WALTER L. WEART

COAL IS BROUGHT by truck to the loader at Walden, where the UP SD40-2s were waiting on June 27, 1990, to take 18 loads to Laramie. They had brought empties in the day before.

FIVE LOADED TANK CARS of liquified carbon dioxide were picked up at the Liquid Carbonics spur at Brownlee. The tank cars were placed in the middle of the train for safety.

bunched to control slack action. Rural grade crossings require you to sound the air horn while keeping an eye on the train and the crossroads, looking for automobiles.

Back again in Run 8, with all 6000 horses straining to move the train uphill towards Brownlee. As you approach the siding, you quickly shut down the engines and make a brake application, stopping the train with five hoppers and the caboose just before the north lead to the Liquid Carbonics loading spur. Federal regulations prohibit placing tank cars next to occupied equipment, and by making the cut here, you comply with the rule.

While Lloyd prepares to drop the cut, Frank climbs down from the lead unit and walks over to the line of tank cars to start buckling the air hoses together. Lloyd radios for you to pull ahead, having pulled the pin lifters between the hoppers. Moving the train forward slowly, Lloyd tells you to stop when the last car clears the switch. "That'll do," comes over the radio, and you stop the train.

"Bring 'em back," requests Lloyd, and you slowly start the long train. A slight application of the air allows you to keep tight control. "Five cars . . . four cars . . . two cars . . . easy," comes over the radio as you shove into the spur. You cannot see and must rely on your ground man to guide you. You don't need the radio to know when you have coupled, the slight jolt can be felt in the cab.

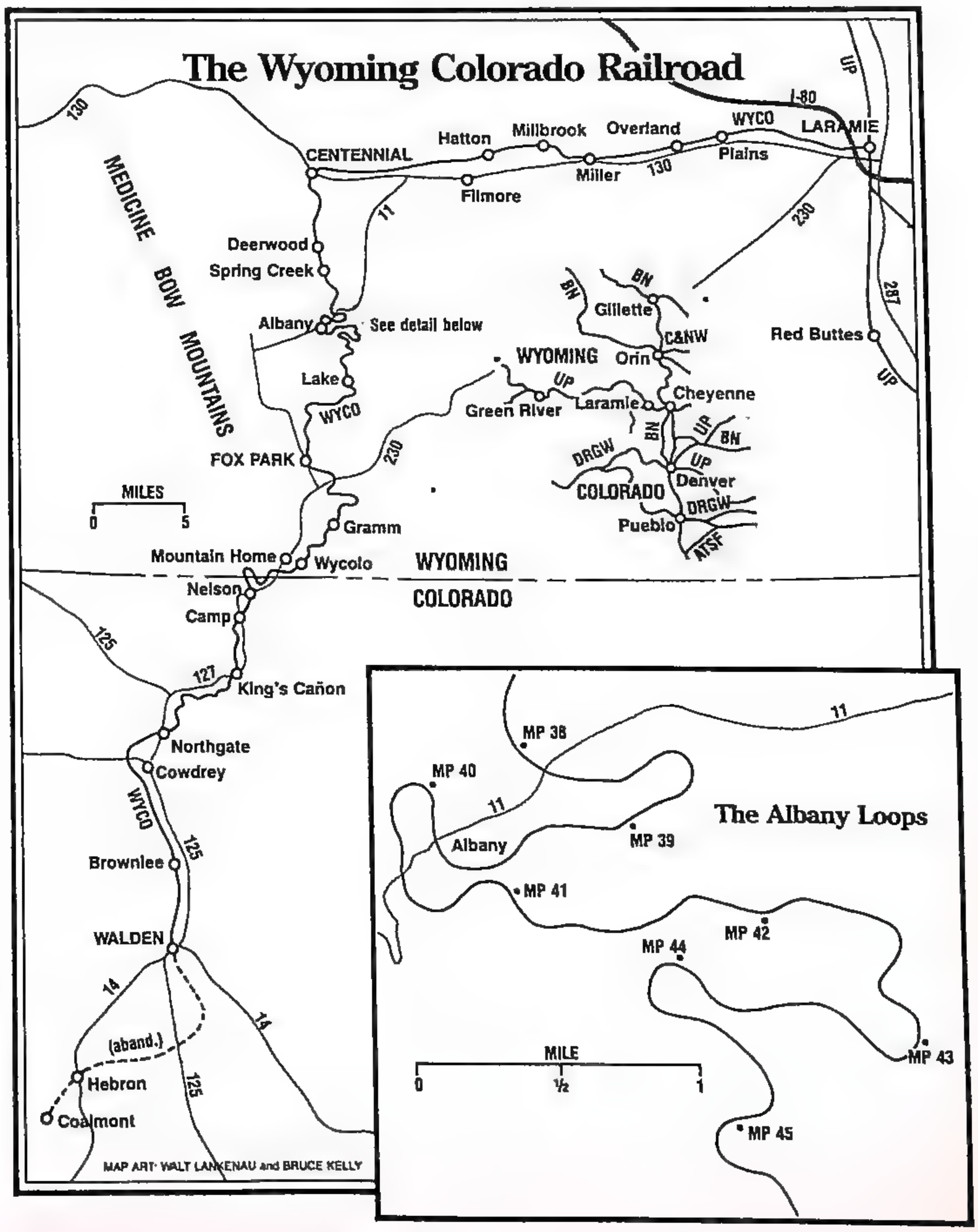
After coupling to the rest of the train and making another air test, you are off for Laramie. The real work is just starting. A quick calculation shows that you have about 3015 trailing tons along with another 25 tons of caboose, about the limit for the two units. You know you have a lot of trailing tons as the loads crest a small hill and you feel them shove against the engines.

The North Park region is basically flat, but some stretches require Run 8 to maintain speed. As you pass a lake off to your left, the fishermen hardly look your way, even though at that point you are in Run 8 and feel the whole world must know you're heading for the "hill."

The mountains loom ahead, and you wonder if you are up to the challenge. Chuck stands just behind you, ready with advice, and you feel more comfortable. Even so, you think of all the runaway train stories you've ever heard and hope your name won't be added to the list.

At Milepost 79 (mileposts start at Laramie), you pass a large U.S. Government flourspar storage depot. There is a passing siding and wye here, a point which your timetable tells you is named Northgate. Only sign boards on a post mark this station.

THE LUMBER MILL at Fox Park, no longer a rail customer, is framed in the window of the UP SD40-2 as the author's coal train is about to head downhill toward Laramie.



You have been on a 1.7% grade since Milepost 80, and even though you are in Run 8, speed begins to fall. The units dig into the hard climb, vibrating and shuddering with the 6000 horses pulling for all they're worth. The ammeter shows 800 amps, and you realize that there is nothing more you can do but go along for the ride.

At Milepost 73 the track passes an old ore loading platform and clings to the side of the mountain as the track starts uphill. On the highway above, a couple of sightseers (railfans?) stop their car, jump out to take a photo and exchange waves.

The noise is unbelievable. Your last run was a GP7, in Run 3 or 4, pulling a few cars across a flat landscape. You feel as though the prime mover is going to jump right out of the locomotive.

As the grade eases and the train heads into a curve, you reset the throttle to Run 7 and watch the ammeter as it shows nearly 900 amps. The small plate directly above indicates that the maximum continuous rating is 1050, and you hope you won't get into that range.

While you're going from Run 6 to Run 7, Chuck taps you on the shoulder and points down the side of the right-of-way. Here is graphic evidence of what happens on a mountain railroad when you don't pay attention. Below is a ballast hopper, laying on its side, with one of its trucks still attached and ballast spilled out all over. "That one got away from a work train on the UP, came down the hill and flew off the track," explains Chuck. With that scene replaying in your mind, you look ahead to see what to expect next.

Both the railroad and the highway across the valley cling to the side of the mountain as each attempts to gain elevation to get to the top. Frequently, deer and antelope startled by your passage run from the train. "Watch out for the antelope," Chuck warns. "They won't jump fences and will sometimes run right in front of the train." You watch them closely while the old songs "Don't Fence Me In" and "Home on the Range" run through you mind.

At Milepost 71, the songs become all the more real as 20 to 30 cows and calves (animals, not locomotives) are ahead of you, wandering along the right-of-way. Several loud blasts of the air horn clears the way. This is really The West.

Camp, at Milepost 69, marks the end of the heavy grades for a while, and as you cross the highway, you push the throttle back to Run 3. In the space of four miles the track crosses and recrosses the Wyoming-Colorado state line, the final point being aptly named Wycolo, Wyoming, located at Milepost 63.

Just as you think you have every-

ROGER P. COOK

KODACHROME ROSS GRENARD

thing under control with a six-pound set on the air, the sudden exhaust of air in the cab tells you something has happened. A "kicker" causes the brakes to go into an emergency application. As the train stops, you radio Lloyd in the caboose, "Did you see anything?"

After checking over the train, it appears that a valve on one of the tank cars had caused the problem. You wait while the air compressors recharge the train line, hoping that this won't happen again. Luckily for you, it does not.

As you try to start the train, you notice that you are on a grade steep

KODACHROME JIM BOYD

A ROCKY MOUNTAIN Railroad Club fantrip with UP 2-8-0 535 was climbing the loops at Albany (top) on August 4, 1956, and paused for water (below) at Spring Creek. The WYCO passenger train on June 19, 1988, (above) was rounding the same loop as the 2-8-0. Three days earlier, the F-units on a freight train (left) were viewed from that loop.

KODACHROME. ROSS GRENARD

enough that you can actually see the track going uphill. This calls for careful handling so as not to either stall or pull a drawbar.

You duck under a highway bridge in Run 8. The exhaust hammers against the bridge deck, increasing the noise to an even greater level. Cabins along the track at Milepost 61 are the first signs of habitation you have seen for some time. Run 8 keeps your train a steady 10 m.p.h. Looking out the window, you realize that the sky is much darker blue that you are used to seeing back home in Illinois.

At Fox Park, Wyoming, Milepost 54, the long downgrade starts, and the roar of the prime movers is replaced by the whine of dynamic braking. At one time, Fox Park was home to a dispatcher, water tank and coal dock. All signs of this are long gone, except for two old boxcars which replaced the original log station when it burned down. Fox Park is the usual destination for excursions, and the wye north of town is where the FP7s are turned for the return trip. Dominating the town is the Brandt & Wickland lumber mill; at one time a UP customer, the mill has shipped its dimensional lumber out by trucks for many years and was never a customer of the WYCO.

Using the pressure maintaining feature of the 26L brake stand; you keep some air on to heat up the brake shoes. This is certainly a much better way of doing things than the old days of stopping to set up the retainers for long downhill stretches. While the scenery is truly beautiful, your mind is focused on your job: the speed, dynamic brake setting, ammeter and air pressure. This is an area where you don't want the train to get away from you. DB3, 210 amps, 20 m.p.h.; then DB4 and 360 amps.

A 10 m.p.h. speed limit at Milepost 46 requires you shut the units down to idle, and you are surprised how quiet the world becomes. Compared to a few minutes ago, you are running a "stealth" train.

Lake Owen, Milepost 47, the source of Cheyenne's drinking water, is on the left — the water is strikingly clear and blue. Fishermen and sunbathers along the shore wave, and you feel that this would not be a bad way to live. The air coming in the windows is so clean that it smells the way every manufacturer of air fresheners wishes that their product did.

At Milepost 49 the grade changes abruptly from down to up, and you open the throttle to Run 8, but still speed falls off quickly. As you pass through deep cuts, Chuck tells you about winter "on the hill." He points out several areas where the snow has been so deep that it was up to the bottom of the cab windows on the F-units.

Approaching the loops at Albany, you maintain the ten-pound reduction you set at Lake Owen and set the dynamics in DB2 to keep your train under control. From the top of the hill, the entire Centennial valley is spread out below you in a vast panorama. You have little time to take other than a couple of quick glances as the "loops" are coming up.

Between Albany and Milepost 36.5, about ten miles, we drop over 1000 feet through ten and twelve degree curves, some of which will cause our train to swing over 200 degrees of the compass. Keeping the ten-pound reduction on the air brakes, you apply power on the curves and dynamics on the short straight sections. This stretch requires all your concentration and skill.

Passing through Albany, your train crosses Highway 11 three times, each at a much different elevation. Chuck tells you that with a train of 55 cars, you can look from the units and see your own caboose on the previous crossing.

After passing Milepost 36.5, you release the ten-pound reduction and allow the dynamics to hold the train back on the continuing downhill to Centennial. What looks like level track is really a 1.9% uphill, and you quickly move from dynamics to Run 8, maintaining this setting as you approach the curve through town.

From here to Laramie, you think that the track will be fairly level, but you notice that the original builders did not believe in doing much earthwork, as the line is really grades of 1.3% to 1.9% downhill, which require the dynamics to be in DB6 or DB7, and you set and release the brakes to avoid losing your train on the downgrade.

At Miller, Milepost 14, your train suddenly encounters a short but steep 2.5% grade at both ends of a large depression. Downhill is easy, but going up, with the units in Run 8, speed falls off rapidly. Straining every one of the 6000 horses, the units buck and shudder as the wheel slip light goes on and off. With the speed down to a walk, the ammeter showing 1100 amps, you holler over to Chuck, "Do we have to push?" He replies with a grin, "I hope not."

Just as thoughts of doubling the hill pop into your mind, the lead unit crests the summit, and you fell the train start to push you downhill towards Laramie. Again you take a ten-pound reduction and set the dynamics at DB7, watching the ammeter jump to 650. After the cool air of the high country, the heat of Laramie starts to be felt, and "dust devils" play in the fields along the track.

Passing under the Interstate 80 bridge and along the Laramie Cold Storage warehouse (a major customer of WYCO), your train enters the UP Laramie yard, and you set out your loads. Frank notes your arrival time at 2:55 p.m., just about normal. After taking the caboose back to WYCO tracks, you stop the units at the spot where the UP wants them and climb down.

You are tired, hot and feel like you pulled that train over the mountain by yourself. Your ears still ring from the noise, and you feel like you are still on the units at Run 8.

Somehow, flatland railroading will never be quite the same.

PASSENGER EXCURSIONS on the Wyoming Colorado began on June 4, 1988. The train with A-B units paused at Centennial (above) on June 19, 1988, and had all three units (opposite left) at Wycolo on September 17, 1988. The A-units were working eastward toward Laramie (below) on September 15, 1990; note the trucks on distant Interstate 80. Passenger runs are scheduled throughout the summer tourist season.

KODACHROME KEN BORG

KODACHROME STEVE GLISCHINSKI

PERE MARQUETTE 2-8-4 1225 led freights on CSX on October 20-21, 1990, to see if she's ready for the main line running she'll have to do at next year's NRHS convention. On the 20th, the Berk rolled 28 cars from Plymouth (where she's seen here crossing Five Mile Road) to Grand Rapids, Michigan. The 1225 then handled 24 cars on the next day's return trip.

KODACHROME DWIGHT JONES

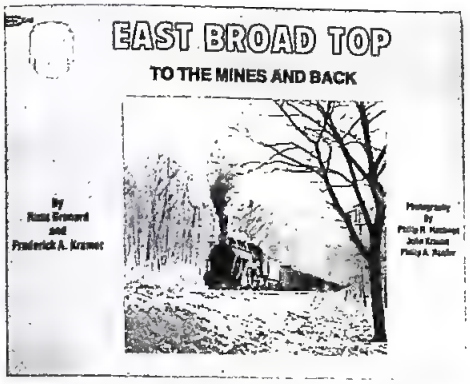
KODACHROME HAROLD KREWER

ALL FOUR CSX F-UNITS were southbound on BN rails along the Mississippi River near De Soto, Wisconsin, on October 16 with a joint CSX/BN special from Minneapolis to Baltimore. The new CSX livery was applied by the AB&OSHR railfans to ex-B&O bay window caboose 903983, shown at Grafton, W.V., (above right) on September 21. See page 50 for details.

FRISCO 1522 (right) sat in August, Ill., on October 3 with an overheated lead axle removed. She was to pull trips on Soo in Minnesota October 6-7, but diesels (at Winona, below) substituted. See page 50.

KODACHROME MIKE PATRICK

CARSTENS RAILROAD BOOKS



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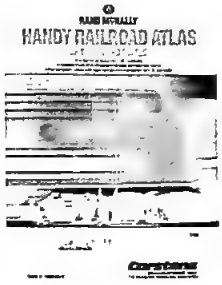

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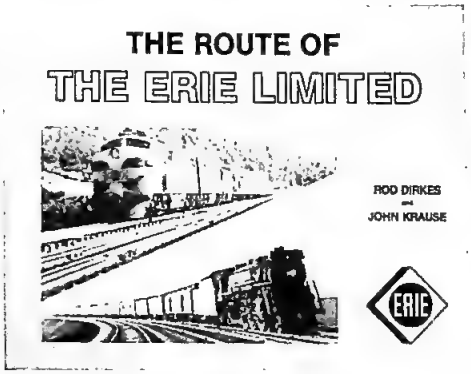

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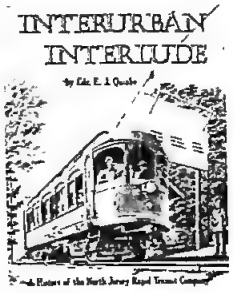

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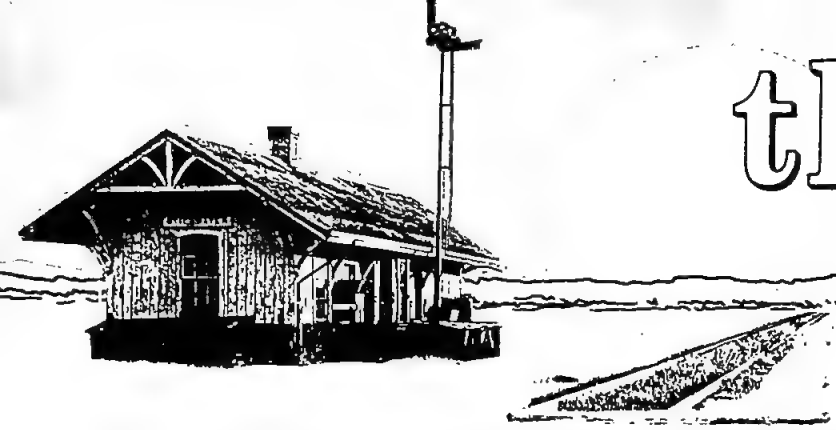

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Two weekends of steam with three locomotives
on the Washington Central in October 1990

Yakima "SteamFest '90"

by Jody Moore

On October 12, 1990, the Washington Central Railroad kicked off a two-week celebration of steam in the Pacific Northwest. Two big 4-8-4s from the City of Portland, Oregon, Southern Pacific *Daylight* 4449 and Spokane, Portland & Seattle 700 each ventured up Burlington Northern's former-SP&S main line along the Columbia River to Kennewick, Washington, to participate in the events. They were joined by the privately-owned Great Western Railway 2-8-0 51, which is leased by the Yakima Valley Rail & Steam Museum in Toppenish, Washington.

In addition to a scattering of branch lines in the area, the Washington Central operates 153 miles of the former-Northern Pacific Pasco-to-Seattle main line on the east side of Stampede Pass. Kennewick, Washington, located at the confluence of the Snake, Yakima and Columbia Rivers, is where the former-NP and SP&S lines joined before heading into their shared yard in Pasco. Yakima, snuggled neatly into the Yakima River Valley, was the mid-point of the NP's Stampede operations. Washington Central now calls it home and uses it as the base of operations for its *Spirit of Washington* dinner train which runs regular schedules out of both Kennewick and Yakima.

The concept of a steam festival began last year with the Washington State Centennial and "Centennial Railfest '89," held on the November 11-12 weekend and featuring excursions with SP *Daylight* 4449 and Great Western 2-8-0 51. The event was so successful that it was repeated as "SteamFest '90" on October 12-14 and 19-21 with the two 4-8-4s and the 2-8-0. Operations for SteamFest '90 would center around Kennewick and Yakima.

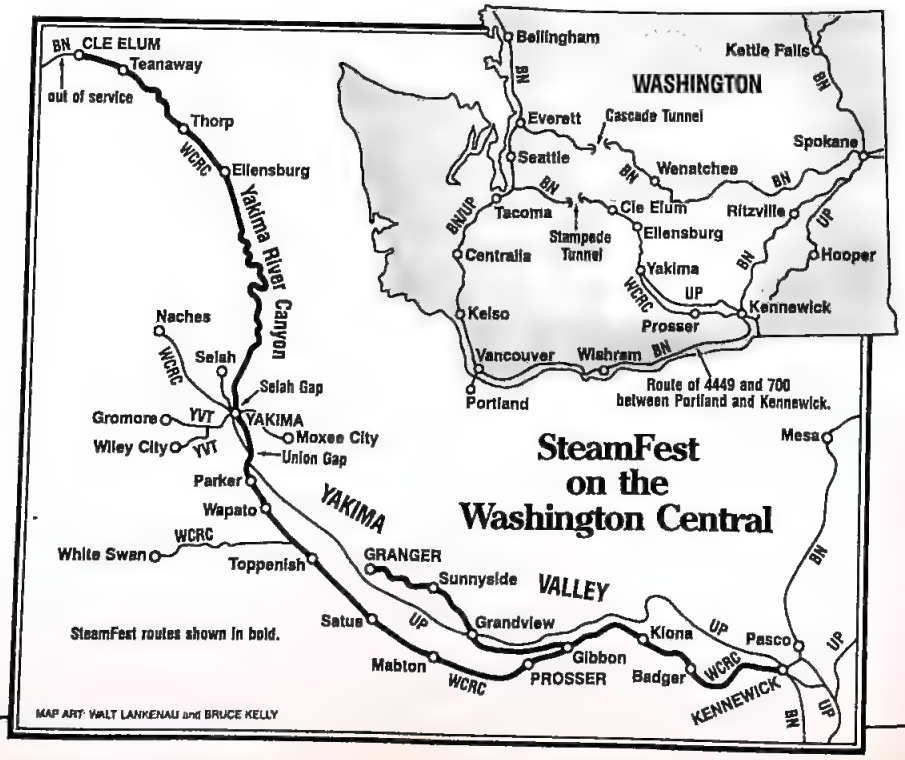
The 4449 started things off by steaming at 50 m.p.h. up the Burlington Northern's ex-SP&S Columbia River main line on Wednesday, October 10, with tool car *Yes Dear* and five passenger cars (including the freshly-rebuilt and as-yet-unpainted round end *Daylight* observation car). On Friday, the 4449 handled two excursions out of Kennewick to Prosser, 37 miles westward up the WCRC main. The three-hour excursions included a one-hour layover in Prosser so that passengers could tour Hogue Cellars and sample some of the local winery's offerings. This also gave the crew time to run the big GS4 around the train for the pull backwards (tender-first) to Kennewick.

The Great Western 51, fresh from conversion to burn oil (with a new oil tank in her coal bunker, a burner borrowed from Mount Rainier Scenic Railway and a firing quadrant borrowed from Snoqualmie, the conversion had been made after cinder fires caused the cancellation of three excursions in mid-August), hauled two coaches out of Prosser after the arrival of the 4449, bound for Granger on the WCRC 2nd Sub (the former-NP "alternate line" via Sunnyside). For some, this run was as exciting as the 4449's visit, because steam hadn't traveled on that branch track for nearly half a century. The trip also featured a run over the spectacular Bridge 34, which crosses over the Yakima River at the main line junction wye at Gibbon.

Later Friday evening, the 4449 added the WCRC's posh *Spirit of Washington* five-car stainless steel dinner train set to her consist for the run up to Yakima and the rest of the weekend's activities. The dinner train passengers returned to Kennewick aboard chartered busses after the one-way train ride. The dinner train cars included three ex-Santa Fe coaches, ex-Santa Fe Pleasure Dome 501 and ex-Reading *Crusader* observation coach No.5.

On Saturday, October 11, the 4449 charged out of the Yakima depot with her ten cars bound for Ellensburg, 37 miles north. The run featured a round trip through the scenic Yakima River Canyon. At Ellensburg, the Great Western 51 handled her two cars the next 25 miles up to Cle Elum and back. This line included more spectacular canyon running with a fine view of the abandoned Milwaukee Road electrified Cascade main line on the other side of the Yakima River. The 51 turned on the wye at Cle Elum and returned southward smokebox-first. Saturday wrapped up the 51's activities, and it deadheaded in the dark back home to Toppenish.

On Sunday, October 12, the 4449 handled the passenger train out of Yakima again, this time continuing through Ellensburg and on to Cle Elum. After a tight squeeze through the Cle Elum



FUJICHROME VELVIA JACK WHEELIHAN

SOUTHERN PACIFIC *Daylight* 4-8-4 4449 made a ferry move from Portland, Ore., up the BN's former-SP&S main line along the Columbia River (below) to Kennewick, Wash., on October 10. On the 15th, it headed out of Yakima (above) for Kennewick, splitting the ex-NP semaphores on the Washington Central. The WCRC CF7 on the rear was being deadheaded to Kennewick for a westbound grain train.

KODACHROME STEVE BROWN

SteamFest '90
OCTOBER 12-14 & 19-21

KODACHROME STEVE BROWN

wye, the 4449 headed back to Yakima with its train. Heavy rains didn't keep the railfans at bay, and the usual motorcade followed the train on its 124-mile round trip.

The 4449 ventured back down to Kennewick on Monday morning, hauling WCRC CF7 402 in tow for use by the Kennewick crew. Shortly after its arrival, the 402 joined fellow CF7 401 on a 35-car grain train out of town. The next day, the *Daylight* steamed out of Kennewick with the sun, turned in Pasco and headed back down the old SP&S to Portland with just the *Yes Dear* in tow.

Wednesday, October 17, brought the eagerly-anticipated second half of the event. Railfans lined the Columbia River to watch as SP&S 4-8-4 700 steamed into Pasco from Portland on her former tracks, just as she had done on a regular basis before her retirement in 1956. The crowd got a good show as the 700, along with NP-livery tool car *Enterprise* and SP&S Pullman green and gold crew car *Cromwell* were turned in the sweeping yard wye and headed into Kennewick for a one day layover. During that time, fans were treated to a great show as the beast was watered and jockeyed around the yard. Anyone interested was welcome in the cab to talk to the crew or simply warm up next to the firebox.

The 700, on her first "revenue" excursion outing, was a national attraction, and fans from as far away as the East Coast came in to watch the big 4-8-4 repeat the same schedule as the SP 4449 had done the week before. The weather Friday was absolutely perfect with blue sky from dawn to dusk, and the SP&S 700 and GW 51 put on a superb show (the 51 had three cars this weekend). The weather Saturday was dimmed by a high overcast, while Sunday turned downright stormy with rain and heavy clouds rolling down off the snow-capped Cascades. The steam plumes from the 700 against the evergreen and autumn-touched landscape made the day as rewarding as Friday's sunshine, however. In a slight change from the previous weekend's operation, the 700 went on public display in Pasco on Monday evening, rather than staying in Kennewick. On Tuesday it took the Portland passenger consist home, making a fast run on home track.

While the experienced *Daylight* crew set the standard for performance, the SP&S 700 team also did a fine job on their first long-distance venture. The locomotive performed almost flawlessly, and the only schedule delays were caused by normal railroad operations and a few minor difficulties with the passenger cars. The SP&S 700, a duplicate of the 1938 Baldwin A-3 4-8-4s built for the Northern Pacific, was right at home on the former-NP main line. With 77-inch drivers, an engine weight of 485,500 lbs. and a tractive effort of 69,800 lbs., of all the 4-8-4s operated since 1960, only the Norfolk & Western 4-8-4 611 is heavier or has more tractive effort (sans booster) than the SP&S 700. The "Lady," as they call her, is a very big locomotive.

Accessorization was a big extra at

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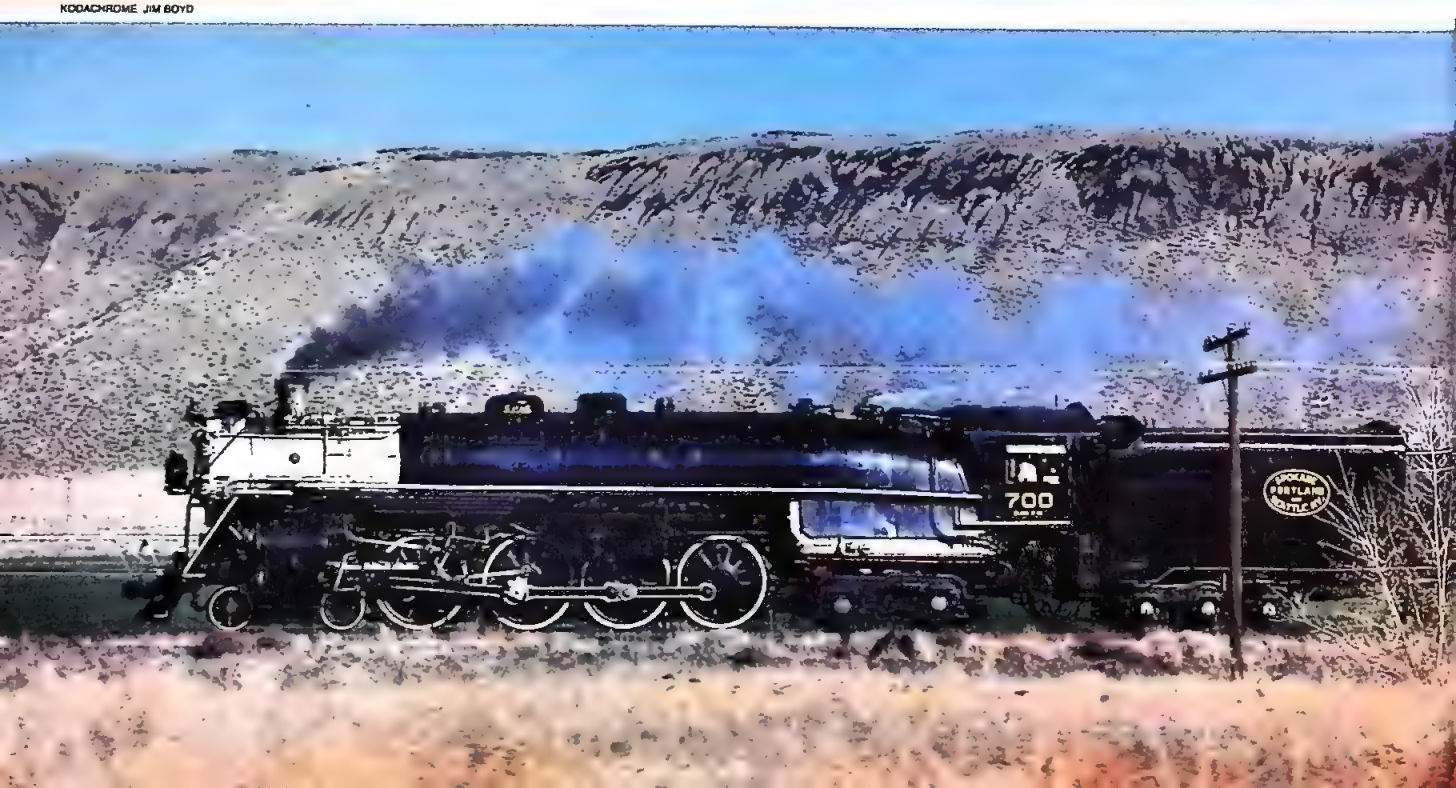


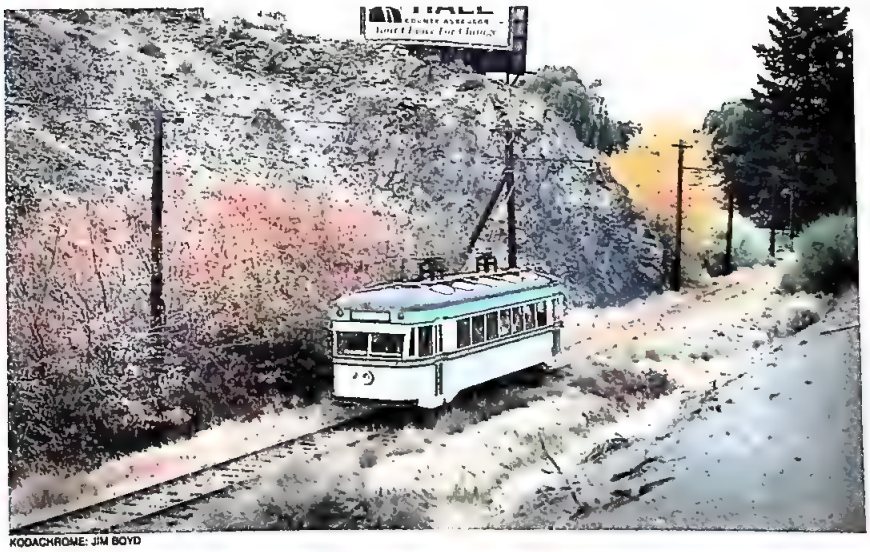
FUJICHROME: JODY MOORE

SteamFest '90, with items made available by both both train crews. Even the Washington Central had a booth at their Yakima depot, selling *Spirit of Washington* hats, shirts, patches and pins. SteamFest sweatshirts showing both locomotives in full color were a hot item.

A word of thanks must go to the Burlington Northern for allowing the two 4-8-4s to operate up their busy Columbia River Corridor, and to the Washington Central for creating a railfan's haven in the heart of Washington State. The success of this very public event was apparent, and railfans can rest assured that there should be many more "SteamFests" in the future. ⊂

KODACHROME: JIM BOYD

SP&S 4-8-4 700 was eastbound through the classic photo spot at Cape Horn on the old SP&S main line on October 10. On Friday, October 18, it made two round trips from Kennewick to Prosser on the Washington Central (**bottom left**). Great Western 2-8-0 51 (**top**) was on Bridge 34 on the Sunnyside line on October 12. The WCRC *Spirit of Washington* dinner train (**above**) rolled into Cle Elum behind the 700 on October 21. On the previous day, YVT Brill Master Unit 21 (**below**) had a charter trip at Selah Gap.



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BY JIM BOYD

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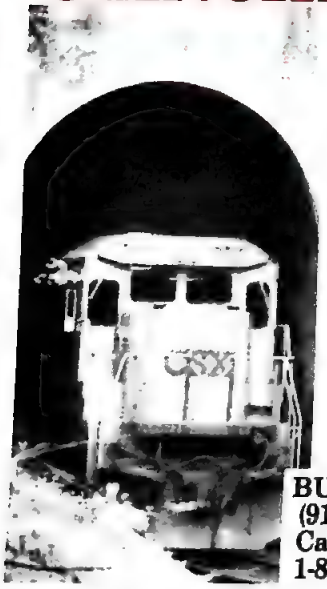
O. WINSTON LINK set up a self-portrait night photo with his under-restoration CPR 4-6-0 at the Rome Locomotive Works shop in Rome, N.Y., on July 6, 1990. A British television crew was filming the documentary "Trains That Passed in the Night," which is now available from Link as a home video.

O. Winston Link on Television

We learned about the British television documentary on O. Winston Link when his wife Conchita invited us to Rome, New York, to observe a filming session on July 6, 1990. Even prior to the publication of his book *Steam, Steel & Stars* in 1987, Winston's photography was well recognized in Great Britain, where he had been invited to put on numerous exhibitions. It was at one of these that he caught the attention of Paul Yule, an independent film producer for British television.

Yule was fascinated by the "Americana" depicted in Link's powerful night photo studies of the Norfolk & Western during the last days of steam and immediately lined up backing for a documentary project. After working with Winston and developing a "story line," Yule brought a crew from England in June 1990 and hired some additional pros in the U.S., including cameraman Carl Kriegeskotte from New York. They spent a month traveling to various locations ranging from Link's New York home to the rural communities in N&W country where the 1950s photos had been taken — and to the Rome

CLINCHFIELD



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Locomotive Works in upstate New York where Winston's Canadian Pacific 4-6-0 453 is undergoing restoration.

The purpose of our trip to Rome was to watch the television crew film "Winston's last railroad night photograph." Using his 1950s flash equipment, Winston would do a self-portrait with his 4-6-0 outside the Rome Locomotive Works shop. Interestingly, prior to this, Winston's last railroad night production was the Lehigh & Hudson River shot at Baird's Lane near Warwick, N.Y., which he did on March 23, 1976, for the "Master of the Night" feature in the Fall 1976 issue of RAILFAN.

When we arrived at Rome in mid-afternoon, the preparations for the night shot were well under way, as the British crew was filming every move of unpacking and deploying the boxes of vintage equipment (incidentally, they were shooting 35mm sound film, not video). "Gotta chase the mice out," Winston cracked as he opened up the traveling case containing one of his famous 18-bulb reflectors. A Link production can take all day to set up, and this one was complicated by coordinating each move with the TV crew. And at age 76, Winston is not quite as spry as he was back in 1956 (his birth date in *Steam, Steel & Stars* is incorrect, incidentally; he was born in 1914). As each step would bring up a related topic, the crew might pause to do an on-site interview with Winston or his long-time assistant Tom Garver, who had come in from his home in Madison, Wisconsin, for the event. Such "cutaways" included Winston pointing out the hand-written flashbulb distance charts in his N&W-era notebook.

Producer and director Paul Yule was both a field commander and a sensitive observer. In a quiet and pleasant British accent, he would initiate each step in the production but would then let the action develop naturally, depending on his cameraman and sound crew to capture the scene. The atmosphere was relaxed in the warm glow of the afternoon sun, but there was little wasted time or motion. Ed Hayes and his crew from Rome Locomotive Works even escorted the television crew to the top of the shop building to get some down-on angles of the activity.

At dusk, all was in place. The first spectacular moment was when Winston made a trial run on the bulb circuits — you almost expected a recoil as the big reflector lit off 18 precious old Sylvania Number 2 flashbulbs at once. Winston reloaded and prepared for the official photo. As the moon rose above his 4-6-0 in the background, Winston struck his pre-determined pose and let it rip.

This time the 18-bulb reflector misfired, and the end of the building remained dark, but the portrait lights and back-lights on the 4-6-0 created a memorable image (page 84). A second try produced similar results. The old equipment was giving up the ghost. Capacitors and electrical connections don't thrive on 14-year intervals of disuse, even when carefully stored. The synch control box was obviously developing problems, and they called it a night.

Everyone pitched in to pack up the gear, and a Susquehanna RS3 was fired up to move Winston's 4-6-0 and N&W caboose into the shop. Then it was off with the whole gang to a nearby Italian restaurant for dinner and conversation.

The production of Paul Yule's "Trains That Passed in the Night" was completed in September 1990, and Winston Link has the rights to sell the 55-minute home video version in the U.S. See our VIDEOS column in this issue for a full review and ordering information. This is a wonderful videotape and one of the finest offerings ever made in the railfan field. All proceeds from the tape sale will go to the immediate restoration of Winston's 4-6-0, and hopefully by next summer it will be under steam again.

It took a British film producer to recognize what a wonderful story O. Winston Link and his railroad photography are, and they certainly did him justice. Thanks to Paul Yule, we can all share the experience.

It's a small world

As Mike Del Vecchio and I were getting off our airplane in San Francisco last April, en route to Winterail in Stockton, we encountered a television crew also departing the ramp area. The two were carrying a couple of camera cases and noticed our camera bags and tripods. Politely grumbling about our

MIKE DEL VECCHIO

DIRECTOR PAUL YULE is leaning over the shoulder of cameraman Paul Kriegeskotte as they film railroad photographer O. Winston Link checking his notebook during the work at Rome Locomotive Works on July 6, 1990.

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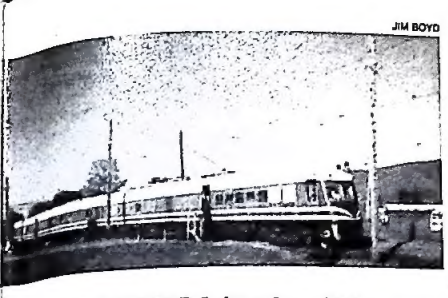


JIM BOYD

LIBERTY LINER *Independence Hall* was operating at the Rockhill Trolley Museum in Orbisonia, Pa., on October 6. That evening a full dinner was served to 18 customers in its diner.

mutual hassle of dragging cameras around, we struck up a conversation as we walked toward the terminal. They were en route to film a surfing competition on Oahu's North Shore for a television network. When we said that we were on our way to a railroad photography exhibition, one of them mentioned that he'd been a cameraman on some of the "Great Railway Journeys" filming. We wished each other luck and went our separate ways.

Three months later Mike and I arrived at Rome, New York, to watch the filming of the documentary on O. Winston Link. As we were introduced to the crew, the cameraman looked at us and said, "Didn't I see you guys in San Francisco?"

It was Carl Kriegeskotte, one of the cameramen we'd met at the airport. It turns out that he is a railfan and a live steam modeler — and obviously a very good cinematographer. That O. Winston Link assignment must have been quite a treat.

My friend and former RAILROAD MODEL CRAFTSMAN editor Tony Koester has often voiced his pet theory that "there are only 200 real people in the world and everybody else is just window-dressing." I'm beginning to believe it.

Christmas at Rural Retreat

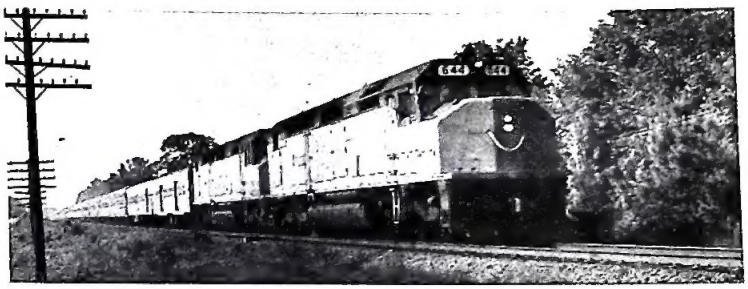
For many years it has been my personal tradition to wrap up Christmas Eve by playing O. Winston Link's classic recording of "Silent Night" and the N&W J at Rural Retreat, Virginia, before going to bed. After seeing the treatment this recording was given in the documentary "Trains That Passed in the Night," my new tradition may just be to enjoy it even more on the videotape.

Dinner in the 'Liner

Life can be a little frustrating for the "trolley guys" at the Rockhill Trolley Museum in Orbisonia, Pennsylvania. In spite of being a world-class traction museum, they are often upstaged by the East Broad Top narrow gauge steam locomotives right next door. The location has both advantage and disadvantage. The combined attractions bring in more people than either would individually, but they then have to compete for attention and ticket dollars.

Such was the case at the October 6-7 Railfan Weekend, when the EBT had four Mikados under steam and all six posed outside the roundhouse. I must admit that I spent much more time photographing the narrow gauge freights and yard activity (steam engines all over the place!) than the handsome CA&E

next month in RAILFAN & RAILROAD



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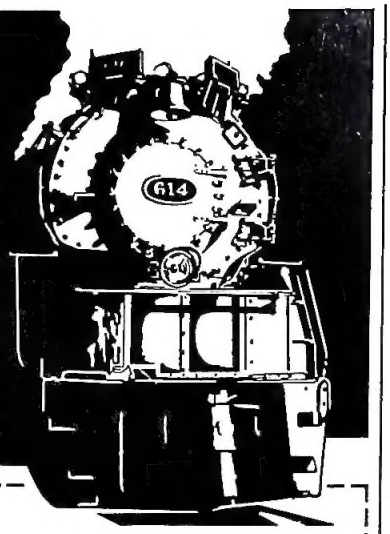

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315 interurban cars beautifully restored York streetcar that were flitting back and forth all day long.

But there was one attraction under the wire that I couldn't resist: Red Arrow Lines Liberty Liner *Independence Hall*, originally North Shore Line *Electroliner* 803-804. Although its paint is badly faded and the ends are a horrid Penn Central black, the 'Liner brought back some fine memories of both Norristown and North Chicago.

I hadn't ridden a "live" 'Liner since the 803-804 out of Norristown in August 1966 (September '88 MARKERS), and they still had a ticket available for the $30 dinner run on Saturday evening. My first ride in a restored 'Liner featured a full-course meal of beef tips with all the trimmings while the train made numerous trips over the museum trackage on the Shade Gap branch. The interior was clean but well worn and the air conditioning was effectively non-existent in the unseasonably warm weather, but the service was friendly and the food was excellent. The chef got a round of applause after a desert of "dirt" (a chocolate concoction that looked like a potted plant). It was a great way to wrap up the daytime activities before steam and traction night shots.

The year 1991 will mark the 50th birthday of the *Electroliners*, and both sets should be running. The 801-802 are completing an extensive overhaul at the Illinois Railway Museum and will be returned to North Shore colors, while the 803-804 will get some cosmetic work and continue to run at Orbisonia. It will be good to have both of them back.

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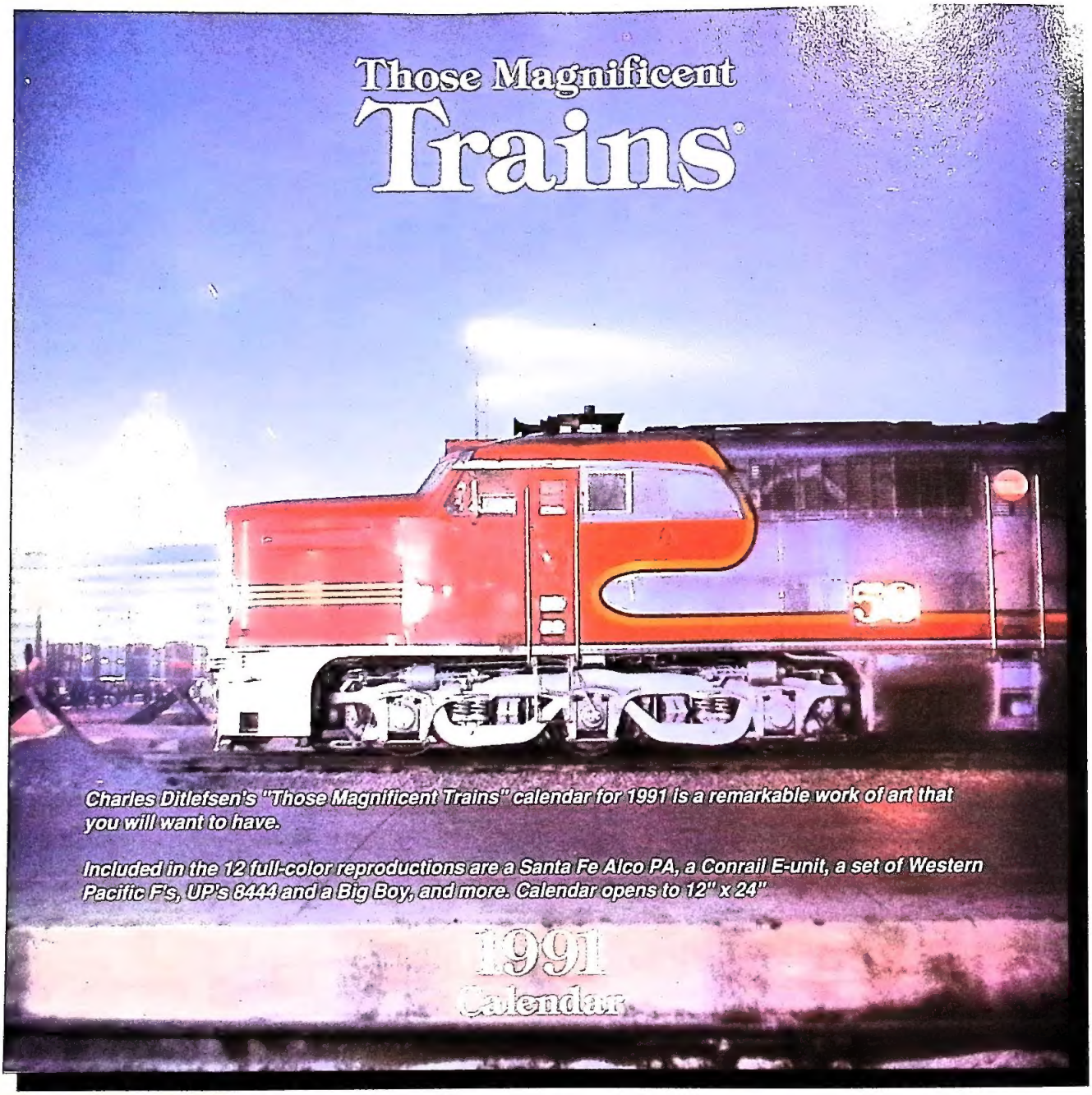

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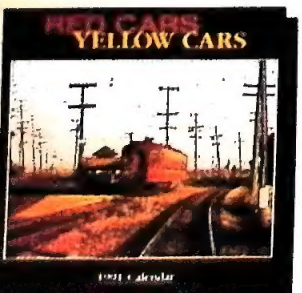

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